

FUAD FARAH

DEPARTMENT OF  
CUSTOMS, EXCISE AND TRADE



PORTS ORDINANCE,  
AND  
REGULATIONS

PRICE 150 MILS - 3 SHILLINGS

*Special Supplement to the  
PALESTINE COMMERCIAL BULLETIN  
of September 1933.*



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## PORTS ORDINANCE AND REGULATIONS.

Issued by the Director of Customs, Excise and Trade for  
use on and from October 1st. until further notice.

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PORTS ORDINANCE, 1926—1933<sup>2)</sup>.

*(Promulgated in Official Gazette No. 160 of April 1st, 1926,  
and now Republished with Amendments).*

An Ordinance to repeal the Port Dues Ordinance, 1921, and to make other provision in lieu thereof, and to make provision for the licensing of vessels, and other matters relating to ports.

1. This Ordinance may be cited as the Ports Ordinance, 1926. Short title.
2. In this Ordinance, and any Regulations made thereunder, Definitions.  
the following terms shall, unless the context otherwise requires, have the following meanings:—

“Vessel” means any vessel, boat, lighter, or craft of any kind, whether navigated by steam or otherwise.

“Officer in charge of the Port” means at Jaffa and Haifa the Port Officer at any other place declared to be a port, the Collector of Customs at the Port, or the Customs Officer in charge of the port<sup>1)</sup>.

“Director” means the Director of Customs, Excise and Trade, and includes the Officer from time to time performing the duties of his post.

“Foreign” when applied to a vessel, means any vessel which is not registered in Palestine.

“Port” means any one of the ports mentioned in the first schedule to this Ordinance or any port added thereto by a notice published in the Official Gazette.

“Prescribed” means prescribed by or in virtue of this Ordinance or any Regulations or Rules made thereunder.

1) Vide Official Gazette No. 160 of 1.4.26.

2) Vide Palestine Gazette No. 374 of 13.7.33.



"Territorial waters" means that part of the sea adjacent to the coast of Palestine which is within three nautical miles from low water mark.

High  
Commissioner  
to declare  
ports.

3. The High Commissioner may, by notice published in the Official Gazette, declare any place in Palestine to be a port for the purpose of this or any other Ordinance and define the limits of the port, and may appoint places within the port as quays and warehouses for the loading, unloading and storage of goods, and declare the bounds and extent of any such quays and warehouses; and may, by notice similarly published, alter, amend or add to the contents of any previous notice.

Power to  
impose dues.

4. The High Commissioner in Executive Council may make, and when made may vary or revoke regulations:—

a) imposing in relation to all or any ports all or any of the following dues:—

i. light dues;

ii. buoyage dues;

iii. anchorage dues;

iv. towage dues;

v. mooring dues<sup>1)</sup>.

b) imposing in relation to any Government wharf in any port:—

i. berthage dues;

ii. wharfage dues on goods or any class of goods passing over such wharf;

c) prescribing the amount of any such dues;

d) prescribing the Officer to whom and the time and place at which dues shall be paid;

e) prescribing the persons who shall be liable to pay wharfage dues on goods, and providing for the detention and sale of goods in respect of which default in payment has been made;

f) exempting any ships or classes of ships, or any goods or classes of goods, either wholly or partially, from the payment of any such dues, and annexing conditions to any such exemption,

<sup>1)</sup> Vide Palestine Gazette No. 374 of 13.7.33.

5. If in the opinion of the Officer in charge of the port, the actual measurement of a vessel is necessary in order to ascertain the correct tonnage for the purpose of assessing port dues, such measurement shall be carried out in the manner prescribed, and on payment by the owner of the vessel of the fee prescribed.

Measurement  
of vessels.

6. (1) The Officer in charge of a port shall not grant a Clearance Certificate for any ship in respect of which (or cargo thereof) Port Quarantine, or Customs dues are payable unless he is satisfied that those dues have been paid or that there is security for their payment.

Clearance  
Certificate.

(2) If a vessel is taken out of the port without having previously obtained a Clearance Certificate, the Master shall be liable to a fine not exceeding LP. 100 in addition to any Port, Quarantine or Customs dues, fees or duties, payable in respect of such vessel or the cargo thereof.

7. (1) Fishing vessels and any vessels plying exclusively in any port of Palestine or plying between such ports or on any inland lakes or seas in Palestine and any vessels plying between ports or approved places in Palestine and foreign ports and owned by persons domiciled in Palestine or by a partnership, company or co-operative Society incorporated in Palestine shall be registered at the Office of the Officer in charge of the port to which the vessel belongs or in the case of vessels plying on inland lakes or seas at the nearest Port Office.

Registration  
of vessels.

(2) On the first registry of the vessel, the following particulars shall be entered in the register by the Officer in charge of the port:—

(a) name of the vessel and the name of the port to which she belongs;

(b) the tonnage, and description of the vessel;

(c) the name and description of the registered owner or owners and if there are owners more than one, the proportions in which they are interested in the vessel.

(3) On completion of the registry of a vessel, the registrar shall grant a certificate of registry which shall state the particulars entered in the register<sup>1)</sup>.

<sup>1)</sup> Vide Official Gazette No. 256 of 1.4.30.



Licence of  
vessels plying  
for hire  
within port.

8. (1) No vessel shall be employed within the limits of any port in Palestine in the conveyance for hire of persons or goods to or from a vessel, or on any other service, without a licence issued by the Officer in charge of the Port.

(2) The High Commissioner in Executive Council may make Regulations for the issue, conditions, transfer and renewal of any licence, and the marking of vessels with the number of passengers and the weight and quantity of goods which vessels are licensed to carry <sup>1)</sup>.

Licensing  
of boatmen  
and others.

9. All boatmen, fishermen, lightermen, stevedores, shipchangers, hotel representatives and any other person carrying on any occupation or work ashore or afloat in the area of any port shall obtain a licence from the Office in charge of the port, and shall pay the fee prescribed by regulation; provided that a person licensed under the Custom-House Agents Ordinance, 1925-26, shall not be required to obtain a licence under this Ordinance and that a person licensed under the Fisheries Ordinance, 1926, shall not be required to pay any fee for a licence under this Ordinance.

Tariff in  
Port.

10. (1) The High Commissioner may issue from time to time a tariff of charges for lighterage and any other services in any port and shall have power to vary any such tariff.

Compliance  
with Tariff.

(2) (a) The person in charge of any vessel employed in any service for which a tariff has been issued under this Ordinance shall keep with him while so employed a copy of such tariff and shall produce it on the demand of any person liable to pay for such service or on the demand of an Officer of Customs or Police.

(b) No payments other than those authorised by the tariff shall be charged in respect of such service.

Licensing of  
pilots.

11. No person shall act as a pilot in Palestine unless he has obtained a licence issued by the High Commissioner.

Fees in  
respect of  
guards.

12. A fee may be prescribed by the Director in respect of any guard placed on board a vessel by the orders of the Director or any officer in charge of the port.

Obedience to  
instructions  
of Port  
Officer.

13. Every person in charge of or manning a vessel shall at all times obey the instructions of the Officer in charge of the port, or any other proper Officer of the port in all matters relating to the manner in and the time at which he shall approach, lie alongside, or depart from any vessel or any pier or quay, or jetty within the limits of the port, or to the mode of embarkation upon or disembarkation from any vessel of passengers or goods.

<sup>1)</sup> Vide Official Gazette No. 198 of 1.11.27.

14. (1) The High Commissioner in Executive Council may Regulations.  
make, and when made may vary or revoke Regulations for all or any of the following purposes:—

a) prescribing the ports at which vessels shall be registered, and providing for the marking and the measurement of vessels on registration, and prescribing the fees payable on registration and for such measurement <sup>1)</sup>;

b) providing for the survey of vessels from time to time for the purpose of ascertaining their sea-worthiness;

c) regulating the issue, transfer, or cancellation of any licences issued to any person under this Ordinance and the fees payable thereon;

d) defining the qualification for a pilot and, regulating the conduct and proper performance of the duties of a pilot; and prescribing the fees and other remuneration to be received by a pilot;

e) providing for the control of all vessels entering or within any port, or coming alongside any jetties, quays or wharves, or entering or mooring within the limits of any port, and for the taking of measures for preventing vessels from leaving any port if overloaded or improperly loaded or insufficiently manned or equipped, or without qualified officers or engineers, or with a number of passengers in excess of the number that can be carried with reasonable safety, or if otherwise unseaworthy;

f) providing for the examination and certification of officers and engineers of vessels engaged in local trade; fishing vessels, and vessels plying in ports or between ports of Palestine, and the charges payable in respect thereof <sup>2)</sup>.

(2) The Director may make rules for all or any of the following purposes:—

a) regulating the time at which and the manner in which any vessel shall enter into, go out of, or lie in port, and its position, placing and removing whilst in the port;

b) regulating the position in which any vessel shall take on board or discharge its cargo, or shall take on board or land its passengers, or shall take on board or deliver ballast within the port;

c) regulating the conditions under which the loading and unloading, storage and delivery of goods and the landing or embarkation of persons may take place in any port;

<sup>1)</sup> Vide Official Gazette No. 195 of 16.9.27.

<sup>2)</sup> Vide Official Gazette No. 259 of 16.5.30.



d) regulating the admission to and removal from any port of persons, animals and vehicles;

e) for maintaining order, and the protection, preservation and safety of vessels, merchandise, animals and persons, within the port;

f) prohibiting the casting or depositing of any dead body, ballast, rubbish, or other substance from any vessel or otherwise into the waters of the port.

Offences.

15. (1) Any person who:—

a) demands or, directly or indirectly imposes any payment for service in excess of the tariff for the time being in force; or

b) being in charge of a vessel licensed under this Ordinance, carries therein passengers or goods in excess of the authorised number, weight or quantity; or

c) plies for hire in any vessel not licensed, or in a vessel not bearing upon it a mark required by this Ordinance; or

d) being required to obtain a licence to carry on his occupation within a port, frequents the port without obtaining such licence; or

e) being the owner or part-owner of any vessel required to be registered under Section 7 of this Ordinance, fails to register such vessel; or

f) refuses to obey any lawful order given by a duly authorised person for the good order and management of the port; or

g) refuses or fails to comply with the provisions of this Ordinance or any Regulations or Rules made thereunder for the breach of which no specific penalty is provided by this Ordinance;

shall be liable on conviction to a fine not exceeding LP. 25 or to imprisonment for a term not exceeding three months, or to both these penalties. In case of a second offence, the penalty may be increased to a fine not exceeding LP. 50 or to imprisonment for a term not exceeding six months, or both these penalties.

(2) Any person who acts as a pilot without a licence, or refuses or fails to comply with the provisions of any Regulation as to pilots, shall be liable on conviction to a fine not exceeding LP. 50 or to imprisonment for a term not exceeding one year or to both these penalties.

(3) The Court may forfeit any licence issued under this Ordinance to a person convicted of an offence thereunder and the Director may, in the case of such forfeiture, cancel any licence issued in respect of the vessel in connection with which the offence has been committed.

16. Any Officer in charge of a port may at any time exclude from the port any person who.—

Power to remove from precincts of port.

a) is guilty of disorderly conduct therein; or

b) refuses to obey any lawful order given by a duly authorised person for the good order of the port and the business therein; or

c) being required to obtain a licence to carry on his occupation within a port, frequents the port without obtaining such licence.

If such a person refuses to leave, he may be forcibly removed by any Officer of Customs or Police.

17. (1) The Director may, upon the application of the Master of any foreign fishing vessel habitually touching a port in Palestine, and upon payment by him of the same fee as is prescribed in respect of the registration of a Palestinian vessel issue a certificate authorising the use by such vessel of ports in Palestine.

Certificate for fishing vessels.

(2) During such time as the Master of such vessel shall hold such certificate, the vessel in respect of which it is issued shall be exempt from the port dues levied in any port.

(3) The production of the certificate shall be the only and sufficient authority for exemption under this section.

18. (1) The Director and such other Officers as may be designated on that behalf from time to time by the High Commissioner may compound for a pecuniary payment to be determined by the Director or such officer any offence or act committed or done or reasonably suspected of being committed or done in contravention of this Ordinance, for which the maximum fine does not exceed LP. 100.

Power to Compound.

(2) On payment of such sum to the Director of Customs or such other Officer as may be authorised, the person accused, if he is in custody, shall be discharged and no further proceedings shall be taken against him<sup>1)</sup>.

1) Vide Official Gazette No. 195 of 16.9.27.



Licences and  
registrations  
to be dated  
in future from  
1st. April.

19. All licences issued under the Port Dues Ordinance, 1921, and under this Ordinance shall expire on the 31st day of March next following the date of issue but shall be renewable on payment of the prescribed fees; provided that in the case of existing licences or registrations under the Port Dues Ordinance, 1921, the due proportion of any fees paid in respect of any annual period than unexpired shall be deducted on such renewal <sup>1)</sup>).

Repeal.

20. The Port Dues Ordinance, 1921, is hereby repealed.

#### FIRST SCHEDULE.

##### LIST OF PORTS.

Gaza, Jaffa, Haifa, Acre, Dead Sea Post (Judeida) <sup>2)</sup>).

#### REGULATIONS MADE UNDER SECTIONS, 4, 8 AND 14 OF THE PORTS ORDINANCE, 1926—1933.

(Published in Official Gazette No. 295 of November 16th 1931,  
and now Republished with Amendments).

##### ANCHORAGE DUES ETC.

Anchorages  
dues.

1. (1) Anchorage dues for each stay of 15 days or part thereof shall be payable at the rates mentioned below on the net registered tonnage of all vessels making use of any port in Palestine<sup>3)</sup>—

Per registered ton up to 500 tons	5 mils
On the excess of 500 up to 1000 tons	3 mils
On the excess of 1000 tons	2 mils

provided that:—

a) The maximum dues payable for each stay of 15 days or part thereof on any vessel shall be LP. 12 <sup>3)</sup>).

<sup>1)</sup> Vide Official Gazette No. 195 of 16.9.27.

<sup>2)</sup> Vide Official Gazette No. 233 of 16.4.29.

<sup>3)</sup> Vide Palestine Gazette No. 322 of 20.10.32.

(b) If a vessel has paid full dues at one port in Palestine, half only of the dues that would otherwise be payable, with a maximum of six pounds for each stay of fifteen days or part thereof, shall be payable by such vessel on its calling at a second port in Palestine on the same voyage. If half dues are so paid and such vessel calls subsequently on the same round voyage at any port in Palestine, no dues shall be payable for the first stay of fifteen days or part thereof, but half of full dues, with a maximum of six pounds, shall be charged for each further period of stay of fifteen days or part thereof.

(c) If a vessel arrives at any port in Palestine and there receives free pratique and leaves without having discharged or taken on board cargo, or without having landed or taken on board any passengers, only one-fourth of full dues shall be payable for the first stay of fifteen days or part thereof, unless otherwise exempted by these regulations.

(d) If a vessel has already paid full dues at one port in Palestine, and calls on the same voyage at another port in Palestine where dues are paid in accordance with paragraph (c) hereof, such vessel shall, on calling subsequently on the same round voyage at the next port in Palestine, pay quarter of full dues for each stay of fifteen days or part thereof. If such vessel calls thereafter on the same voyage at a port in Palestine it shall pay no dues for the first stay of fifteen days or part thereof, but shall pay half of full dues for each further period of stay of fifteen days or part thereof.

Provided that any complete days, during which a vessel is obliged, through stress of weather to leave and remain absent from the port, shall be deducted from the period of stay in all cases where failure to make such deduction would otherwise render a vessel liable to dues for two or more periods, if the vessel during such absence has not touched at any other port <sup>1)</sup>).

(2) The following vessels shall be exempt from anchorage dues:—

a) Ships of War;

b) Government owned vessels employed on other than trading purposes;

<sup>1)</sup> Vide Palestine Gazette No. 373 of 6.7.33.



c) Ships hired or chartered by His Britannic Majesty's Government for the conveyance of troops or stores for His Britannic Majesty's Service.

d) Vessels in distress or making use of the port as a port of refuge and vessels which do not receive a free pratique and do not discharge or take on board cargo or land or take on board passengers <sup>1)</sup>.

e) Vessels, tugs, lighters, pontoons, launches or other boats plying exclusively in any port in Palestine, or between the ports of Palestine, which shall have paid the dues prescribed by paragraph 2 of these Regulations;

f) Yachts belonging to Yacht Clubs registered or recognised as such by any State and being wholly in ballast <sup>1)</sup>;

g) Vessels under 10 tons registered tonnage owned by persons domiciled in Palestine;

h) The vessels of any Company which is authorised to carry on telegraphic service and has laid cables in the territorial waters of Palestine.

(3) The master of any vessel, propelled only by means of sails, may compound for the anchorage dues payable under sub-regulation (1) hereof, for a stay in each port not exceeding fifteen days on each visit by the payment in advance of fifty mils for each ton of the vessel's registered tonnage for every half year or part thereof. For the purpose of this regulation a half year shall be deemed to be the period from the first day of January to the thirtieth day of June or the period from the first day of July to the thirty-first day of December in every year, as the case may be <sup>1)</sup>.

Yachts belonging to the Royal Yacht Squadron and being wholly in ballast shall be exempted from anchorage dues <sup>1)</sup>.

Registration.  
Fees.

2. (1) Vessels may be registered at the ports of Gaza, Jaffa, Haifa, Acre, and Dead Sea Post (Judeida). The following fees shall be payable on registration.

Vessels not exceeding 10 tons register	250 mils
Vessels exceeding 10 and not exceeding 25 tons register	500 mils
Vessels exceeding 25 and not exceeding 50 tons register	1000 mils

<sup>1)</sup> Vide Official Gazette No. 235 of 16.5.29.

<sup>2)</sup> Vide Palestine Gazette No. 373 of 6.7.33.

Regulation 2 of the principal regulations shall be amended by the addition of the following sub-Regulation after sub-regulation (5) thereof:-

"(6) The registration of any vessel under the provisions of this regulation shall not be constructed as limiting in any way the discretion vested in the officer in charge of a port by virtue of the provisions of sub-regulation (2) of regulation 4 ~~thereof~~ of these regulations."

Regulation 4 of the principal regulations shall be amended by the addition of the following words to sub-regulation (2) thereof:-

"who may with the approval of the District Commissioner refuse such grant if there are already licensed a sufficient number of vessels of the type in respect of which a licence is required to meet the needs of the port."

Vide Official Gazette No.403 of 16.11.33.



Regulation 2 of the principal regulations shall be amended by the addition of the following sub-regulation after sub-regulation (3) thereof:-

(8) The registration of any vessel under the provisions of this regulation shall not be considered as limited in any way the discretion vested in the officer in charge of a port by virtue of the provisions of sub-regulation (3) of regulation 4 annexed to these regulations.

Regulation 4 of the principal regulations shall be amended by the addition of the following sub-regulation (8) thereof:-

"who may wish the approval of the District Commissioner refuse such vessel if there are already licensed a sufficient number of vessels of the type in respect of which a license is required to meet the needs of the port."

The Official Gazette No. 403 of 12.11.33.

Regis  
Fees.

Vessels exceeding 50 and not exceeding 100 tons register 1500 mils

Vessels exceeding 100 and not exceeding 200 tons register 2000 mils

For every additional 100 tons or fraction thereof 500 mils

(2) Every vessel shall on first registration be measured in the prescribed manner, and may be remeasured at any time on demand of the Officer in charge of the port or of the owner.

(3) The following fees shall be payable on measurement:-

For vessels not exceeding 10 tons registered tonnage 250 mils

For vessels exceeding 10 and not exceeding  
25 tons registered tonnage 500 "

For vessels exceeding 25 and not exceeding  
50 tons registered tonnage 1000 "

For vessels exceeding 50 and not exceeding  
100 tons registered tonnage 1500 "

For vessels exceeding 100 and not exceeding  
200 tons registered tonnage 2000 "

For vessels exceeding 200 and not exceeding  
500 tons registered tonnage 3000 "

For vessels exceeding 500 and not exceeding  
800 tons registered tonnage 4000 "

For vessels exceeding 800 and not exceeding  
1200 tons registered tonnage 5000 "

For vessels exceeding 1200 and not exceeding  
2000 tons registered tonnage 6000 "

For vessels exceeding 2000 and not exceeding  
3000 tons registered tonnage 7000 "

For vessels exceeding 3000 and not exceeding  
4000 tons registered tonnage 8000 "

For vessels exceeding 4000 and not exceeding  
5000 tons registered tonnage 9000 "

For vessels exceeding 5000 tons registered tonnage 10000 "

(4) On application for remeasuring of a vessel in whole or in part for any purpose half the above fees shall be payable.

(5) The measurement of tonnage of a vessel shall be carried out in accordance with the Rules in force from time to time for Merchant Shipping in England.



Survey.

3. Every vessel shall on first registration be surveyed, in the manner prescribed by the Director of Customs, Excise and Trade, with a view to ascertaining its seaworthiness, and may be resurveyed at any time on the demand of the Officer in charge of the port.

Licence fees on vessels employed within ports.

4. (1) The following licence fees shall be payable annually in respect of vessels employed within the limits of any port in Palestine in the conveyance for hire of persons or goods to or from a vessel or any other service:—

Vessels not exceeding 1 ton register	250 mils
Vessels exceeding one but not exceeding 5 tons register	500 "
Vessels exceeding 5 but not exceeding 10 tons register	1000 "
Vessels exceeding 10 but not exceeding 20 tons register	2000 "
Vessels exceeding 20 but not exceeding 50 tons register	4000 "
Vessels over 50 tons register	100 mils per registered ton

(2) A licence may be granted at any port by the Officer in charge of the port.

Vessel to be seaworthy.

(3) Every owner and every boatman having charge of a licenced vessel shall at all times keep such vessel in a clean and seaworthy condition, and sufficiently equipped to the satisfaction of the Officer in charge of the port.

Vessel to bear licence number.

(4) Every owner and every boatman having charge of a licensed vessel shall at all times keep painted on each side thereof in a conspicuous place on the swell of the bow the registered number painted in white figures on a dark ground and in black figures on the principal sail, the numbers to be at least six inches in height and half an inch in breadth on the hull and ten inches in height and two in breadth on the sail <sup>1)</sup>.

Licence to state number of persons and weight of goods to be carried by vessel.

(5) The number of persons and the weight of goods to be carried in each licensed vessel shall be fixed by the Officer in charge of the port when granting the licence, and such number and such weight shall be entered on the licence. Every owner and every boatman in charge of a licensed vessel shall at all times keep such number and such weight plainly painted in black letters in a conspicuous place inside the stern of the vessel.

Transfer of licence in case of death of licensee.

(6) If any person to whom a licence for a vessel has been granted shall die during the term of such licence, the Officer in charge of the port may transfer the licence to the widow or to any child of the deceased as he thinks fit.

1) Vide Official Gazette No. 297 of 16.12.31.

In case any such child shall be under age, the Officer in charge of the port may transfer the licence to the guardian of the child for the benefit of the child.

(7) Every licence granted in respect of the vessel shall be liable to suspension and revocation by the Officer in charge of the port for failure of the owner or boatman in charge of the vessel to observe all or any of these Regulations or any other Regulations made or to be made under the Ports Ordinance, 1926, or for any misconduct on the part of any of the crew.

Suspension or revocation of licence for non compliance with regulations.

(8) The fee for a licence issued under Section 9 of the Ordinance to boatmen, fishermen and other persons carrying on any occupation in the area of a port shall be 500 mils per annum; provided that a licence may be granted at a fee of 100 mils for a period not exceeding one month to a labourer employed in the area of the port.

Licence fee for boatmen, fishermen etc.

(9) The number of boatmen required to man any such licenced vessel shall be fixed by the Officer in charge of the port when granting the licence, and such number shall be expressed on the licence.

(10) Every person in charge of or manning a vessel shall at all times when plying for hire carry on and in front of his left sleeve a badge showing in conspicuous figures the number of his licence.

Person in charge of or manning a vessel to carry a badge.

(11) Every boatman in charge of a vessel shall, whenever required by any passenger using, or person hiring his vessel, or by any Officer of Customs or of Police, produce his licence and the licence of the vessel <sup>2)</sup>.

Production of licence on demand.

## REGULATION MADE UNDER SECTION 14 (1) OF THE PORTS ORDINANCE 1926—1933.

### MARKING OF VESSELS.

The owner of any vessel registered under the Ordinance shall mark on each side thereof amidships or as near thereto as is practicable two horizontal lines each thirty centimetres in length and placed at such a level below the gunwale as the Officer in charge of the port may direct <sup>1)</sup>.

1) Vide Official Gazette No. 225 of 16.12.28.

2) Vide Official Gazette No. 297 of 16.12.31.



**REGULATIONS MADE UNDER SECTION 4 OF THE  
PORTS ORDINANCE, 1926—1933.**

*(Published in Official Gazette No. 262 of July 1st. 1930, and now  
Republished with Amendments).*

**LIGHT DUES.**

Light dues shall be payable at the following rates:-

On the net registered tonnage of all vessels making use of  
a port in Palestine.

Per registered ton up to 800 tons 4 mils

Per registered ton on the excess of 800 tons 3 mils

Provided that:-

(a) With effect from the 1st January 1931, the total payment  
on account of light dues in respect of any one vessel shall not  
exceed LP. 35 <sup>1)</sup>.

(b) The amount payable by any vessel shall be converted  
into French Francs at the equivalent of French Frs. 124.50 to  
the Pound Palestine and the total amount thus expressed in  
Francs shall be reconverted into Palestine currency at the rate  
of exchange prevailing on the day of payment as may be ascer-  
tained by the Director <sup>2)</sup>.

(c) No dues shall be payable by ships of war and vessels  
of less than 5 tons registered tonnage.

**REGULATIONS MADE UNDER SECTION 14 (1) (d)  
OF THE PORTS ORDINANCE, 1926—1933.**

*(Published in Official Gazette No. 304 of April 1st. 1932).*

**PILOTAGE FEES.**

1. The fees for pilotage of vessels into the Port of Haifa  
shall be:

(a) For vessels not exceeding 100 tons register LP. 0.500 mils

(b) For vessels exceeding 100 tons register  
but not exceeding 500 tons register LP. 1.000 mils

(c) For vessels exceeding 500 tons register  
but not exceeding 1000 tons register LP. 2.000 mils

(d) For vessels exceeding 1000 tons register  
but not exceeding 3000 tons register LP. 3.000 mils

(e) For vessels exceeding 3000 tons register  
but not exceeding 5000 tons register LP. 4.000 mils

(f) For vessels exceeding 5000 tons register  
but not exceeding 8000 tons register LP. 5.000 mils

(g) For vessel exceeding 8000 tons register LP. 7.000 mils

<sup>1)</sup> Vide Official Gazette No. 247 of 1.1.31.

<sup>2)</sup> Vide Official Gazette No. 300 of 1.2.32.

2. For pilotage out of the Port of Haifa, half the above fees  
shall be chargeable.

**REGULATIONS MADE UNDER SECTIONS 12 AND 14  
OF THE PORTS ORDINANCE, 1926—1933.**

*(Published in Official Gazette No. 295 of November 16th. 1931).*

**VESSELS PLYING BETWEEN SUNSET AND SUNRISE.**

1. Every owner and every boatman having charge of a vessel  
licensed under Section 8 of the Ordinance, shall at all times  
when such vessel is plying between sunset and sunrise cause a  
bright white light showing conspicuously the number of the  
vessel, to be kept at hand in the vessel and shown or waved  
above the gunwale so that it can be clearly seen by an approach-  
ing boat or vessel.

2. The fee payable in respect of any guard placed on board  
a vessel shall be 250 mils per day.

**REGULATIONS MADE UNDER SECTION 4 OF THE  
PORTS ORDINANCE, 1926—1933.**

**MOORING, BERTHAGE AND WHARFAGE DUES  
AT HAIFA.**

*(Published in Palestine Gazette No. 372 of July 1st. 1933).*

1. These regulations may be cited as the Mooring, Berthage Citation.  
and Wharfage Dues (Haifa) Regulations, 1933.

2. In these Regulations:

Interpretation

"the port" shall mean the water limits of the port of  
Haifa as defined by the High Commissioner in exercise of the  
power in that behalf conferred upon him by section 3 of the  
Ports Ordinance, 1926.

"the harbour" shall mean such part of the waters of the  
port as is enclosed by the main and lee breakwaters.

3. (1) When a vessel other than:

Mooring dues.

(a) ships of war,



(b) Government owned vessels employed on other than trading purposes,

(c) vessels hired or chartered by His Majesty's Government for the conveyance of troops or stores for His Majesty's Service,

(d) vessels plying exclusively in the port which shall have paid the licence dues prescribed in paragraph 4 of the regulations dated the twenty-ninth day of October, 1931, and published in the Gazette of the sixteenth day of November, 1931, made by the Officer Administering the Government under Sections 4, 8 and 14 of the Ports Ordinance, 1926,

(e) other vessels under ten tons net registered tonnage owned by persons domiciled in Palestine,

(f) yachts belonging to Yacht Clubs registered or recognised as such by any State and being wholly in ballast,

a

anchors or moors in the harbour the following mooring dues shall be payable in addition to the anchorage dues prescribed by the regulations dated the twenty-ninth day of October, 1931, and published in the Gazette of the sixteenth day of November, 1931, made by the Officer Administering the Government under Sections 4, 8 and 14 of the Ports Ordinance, 1926:—

- |   |     |     |     |         |
|---|-----|-----|-----|---------|
| (i) per registered ton for the first twenty-four hours or part thereof  | ... | ... | ... | 1 mil   |
| (ii) per registered ton for the second twenty-four hours or part thereof  | ... | ... | ... | 0.5 mil |
| (iii) per registered ton for every period of twenty-four hours or part thereof subsequent to the second twenty-four hours | ... | ... | ... | 0.2 mil |

Provided that the minimum charge shall be as for twenty-four hours.

2. The period in respect of which a vessel shall pay the dues set out in sub-regulation (1) hereof shall commence from the time such vessel anchors or is moored in any other manner except at a wharf, whichever be the earlier, and shall terminate at the time such vessel's anchor is weighed or moorings released whichever be the later.

4. (1) When a vessel other than:—

(a) ships of war,

(b) Government owned vessels employed on other than trading purposes,

(c) ships hired or chartered by His Majesty's Government for the conveyance of troops or stores for His Majesty's Service,

(d) vessels plying exclusively in the port which shall have paid the licence dues prescribed in paragraph 4 of the regulations dated the twenty-ninth day of October, 1931, and published in the Gazette of the sixteenth day of November, 1931, made by the Officer Administering the Government under Sections 4, 8 and 14 of the Ports Ordinance, 1926,

(e) other vessels under ten tons net registered tonnage owned by persons domiciled in Palestine.

(f) yachts belonging to Yacht Clubs registered or recognised as such by any State and being wholly in ballast,

berths at a Government wharf in the harbour the following berthage dues shall be payable:—

- |  |     |     |     |         |
|--|-----|-----|-----|---------|
| (i) per registered ton for the first eight hours or part thereof,  | ... | ... | ... | 1 mil   |
| (ii) per registered ton for every period of four hours or part thereof subsequent to the first period of eight hours | ... | ... | ... | 0.5 mil |

Provided that the minimum charge shall be as for eight hours.

(2) The period in respect of which a vessel should pay the dues set out in sub-regulation (1) hereof shall commence from the time such vessel is berthed at a wharf and shall terminate at the time such vessel's moorings are released therefrom.

5. Where in the course of the first period of twenty-four hours following arrival in the harbour any vessel anchors or moors in the harbour in any manner other than at a wharf and is subsequently removed to a berth at a wharf, the dues payable in respect of the period during which such vessel was so anchored, Charge where a vessel moors and berths once only.



moored or berthed shall be either the mooring dues in respect of such period or the berthage dues in respect of such period whichever be the higher charge, or, if they be equal, one of them, subject to the prescribed minima in each case.

Vessels mooring or berthing more than once.

6. Where in the course of the first period of twenty-four hours following arrival in the harbour any vessel anchors or moors in any manner other than at a wharf and is also berthed at a wharf and the charges computed for mooring and berthing are equal and such vessel is subsequently removed again to moorings, the charge for such further mooring shall after the expiration of the first twenty-four hours following arrival be assessed in accordance with Regulation 3 (1) paragraphs (ii) and (iii) subject to the prescribed minima in each case.

Where berthage dues are higher than mooring dues.

7. Where in the course of the first period of twenty-four hours following arrival in the harbour any vessel anchors or moors in any manner other than at a wharf and is also berthed at a wharf and the charges computed in respect of berthage dues are greater than the charge in respect of mooring dues and such vessel is subsequently removed again to mooring, the charge for such further mooring shall after the expiration of the first twenty-four hours following arrival, be assessed in accordance with Regulation 3 (1) paragraphs (i), (ii) and (iii), subject to the prescribed minima in each case.

Where ship comes straight to berth.

8. Where a vessel berths at a wharf immediately upon arrival and incurs berthing dues in respect of a period of twenty-four hours and is subsequently removed to moorings, the charge for such mooring shall after the expiration of the first period of twenty-four hours following upon such berthing be assessed in accordance with Regulation 3 (1) paragraphs (i), (ii) and (iii), subject to the prescribed minima in each case.

Wharfage dues.

9. Wharfage dues at the rates set out in the schedule to these regulations shall be paid by the importer or exporter or his agent respectively, on goods other than:—

- (a) goods imported and exported in postal mails,
- (b) goods imported or exported by the Governments of Palestine and Trans-Jordan,
- (c) goods the property of His Majesty, imported or exported by His Majesty's Forces,
- (d) passengers' baggage as specified under section 6 of schedule one to the Customs Duties Exemption Ordinance, 1924,

(e) *bona fide* stores and provisions exported for the use of ships in port,

(f) boats and craft of all kinds, imported or exported,

(g) duty paid goods and goods of local origin landed in the port of Haifa in direct transfer by sea from another port in Palestine,

(h) travellers' samples imported or exported,

imported or exported by any vessel and landed or shipped in the port, to the Collector of Customs at the port before the removal of such goods from the control or custody of the Collector of Customs.

Provided that when an agreement as to wharfage dues has been entered into between the High Commissioner and the Iraq Petroleum Co., Ltd. under the provisions of article VI of the convention made the 5th day of January, 1931, between the High Commissioner and the Iraq Petroleum Co., Ltd. no such dues shall be payable hereunder.

10. The Collector of Customs may detain any goods on which wharfage dues are, or in his opinion, appear to be payable, until payment is made or security, approved by him, is given for their payment.

The Collector of Customs may detain goods.

11. Where wharfage dues are imposed according to weight or measure, the weight or measurement of the goods shall be ascertained according to the weights and measures approved by the Customs, and shall apply in proportion to any greater or lesser weight or measure.

Where wharfage dues are imposed by weight or measure.

12. If any goods are, or can be, classed under two or more names, headings or descriptions, with a resulting difference as to wharfage dues, dues shall be charged at the higher or highest of the dues applicable.

Where goods are classed under more than one name.

13. Where goods are charged with wharfage dues by measurement, such measurement shall be taken to the full extent of the heap or pile in all cases where the goods are measured in bulk, and where wharfage dues are charged by weight, the weight chargeable shall be the gross weight of the goods including the package, if packed or bundled in any way.

Where goods are classed by measure or weight.



Refund of  
wharfage dues.

14. A refund of wharfage dues may be made by the Director in the manner prescribed whenever he is satisfied that payment has been made through obvious error of fact, but no refund shall be made unless a claim for such refund is made previous to the removal of the goods from the Customs control.

Where wharfage dues are short-levied or wrongly refunded.

15. Where wharfage dues are short-levied, or erroneously refunded, the person who should have paid the amount short-levied or to whom the refund has erroneously been made shall pay the amount short-levied, or repay the amount erroneously refunded on demand being made by the Collector of Customs. The Collector of Customs may refuse to deliver any goods belonging to such persons until the amount short-levied be paid, or the amount erroneously refunded be repaid.

Where wharfage dues change.

16. If any practice of the Customs relating to classifying or enumerating any article for payment of wharfage dues shall be changed so that less, or no, wharfage dues are charged upon such article, no person shall thereby become entitled to any refund on account of any wharfage dues paid before such alteration took effect.

Agents to be deemed owners of goods.

17. Any person who acts as the agent of the owner shall be deemed to be the owner of the goods and shall accordingly be personally liable for the payment of any wharfage dues payable in respect of the goods, but nothing herein contained shall relieve the principal from any liability.

Date of coming into force.

18. These regulations shall come into force on the first day of August, 1933.

# THE SCHEDULE.

## IMPORT WHARFAGE DUES.

Description	Rate of duty Mils	Unit
<b>1. ANIMALS AND POULTRY, LIVING</b>		
Buffaloes, bulls, calves, camels, mules, cows, donkeys, horses and oxen ...	50	each
Goats and sheep ...	5	each
Poultry ...	1	each
Other animals ...	5	each
<b>2. ARMS AND AMMUNITION</b>		
Carbines, guns, pistols, revolvers and rifles ...	25	each
Cartridges, blasting powder, gun powder, detonators and explosives ...	100	per 100 kilos gross
Other arms, parts of arms, ammunition and fireworks ...	100	per 100 kilos gross
<b>3. FOOD, DRINK AND TOBACCO</b>		
Fruits and vegetables, raw ...	5	per 100 kilos gross
Cereals, grains, pulses and seeds, loose or in bags ...	5	per 100 kilos gross
Coffee, flour, rice, salt, spices and sugar.	10	per 100 kilos gross
Tea ...	20	per 100 kilos gross
Alcohol, alcoholic beverages, beer, wines and mineral and aerated water...	25	per 100 kilos gross
Tobacco and tombac leaves ...	75	per 100 kilos gross
Tobacco and tombac manufactured, cigarettes, cigars, etc. ...	150	per 100 kilos gross
Other articles of food, loose or in bags...	10	per 100 kilos gross
Other articles of food, in other containers ...	20	per 100 kilos gross
<b>4. METALS AND MANUFACTURES THEREOF</b>		
Iron and steel angles, bars, girders, rods and sheets, loose or in bundles ...	5	per 100 kilos gross



Description	Rate of duty Mils	Unit
Iron and cast iron pipes and tubes ...	5	per 100 kilos gross
Machinery and parts of machinery ...	10	per 100 kilos gross
Other metals and manufactures thereof, loose, in bundles or crates ...	10	per 100 kilos gross
5. MINING PRODUCTS AND MANUFACTURES THEREOF		
Asphalt and bitumen ...	5	per 100 kilos gross
Coal and charcoal ...	3	per 100 kilos gross
Cement, gypsum, lime, sand and stones..	3	per 100 kilos gross
Bricks and earthen pipes ...	3	per 100 kilos gross
Tiles of asbestos, cement, earthen and lime ...	3	per 100 kilos gross
Other mining products and manufactures, loose, in bags or crates ...	5	per 100 kilos gross
6. MOTOR TRANSPORT VEHICLES		
Motor lorries, buses and motor cars having a seating capacity for more than four persons and chassis therefor ...	1000	each
Other motor cars and chassis ...	750	each
Motor cycles ...	250	each
Other motor vehicles ...	750	each
7. OILS		
Benzine and kerosene ...	5	per 100 litres
Oils for combustion ...	3	per 100 kilos gross
Lubricating oil... ..	5	per 400 kilos gross
Other oil not for food... ..	5	per 100 kilos gross
8. PAPER, CARDBOARD AND MANUFACTURES THEREOF		
Paper, carton and cardboard in bales or crates ...	5	per 100 kilos gross
Playing cards ...	20	per 100 packs
Other paper and cardboard manufactures, in bales or crates ...	5	per 100 kilos gross

Description	Rate of duty Mils	Unit
9. TEXTILES AND MANUFACTURES THEREOF		
Cotton, linen, silk and wool yarn and manufactures thereof ...	50	per 100 kilos gross
Cordage, rope and twine ...	25	per 100 kilos gross
Jute bags, empty ...	25	per 100 kilos gross
Other textiles and manufactures thereof.	50	per 100 kilos gross
10. WOOD AND TIMBER		
Wood prepared for citrus fruit cases ...	25	per m <sup>3</sup>
Wood and timber, loose or in bundles.	30	per m <sup>3</sup>
Firewood and trunks and branches of trees ...	3	per 100 kilos gross
Other wood manufactures, loose or in bundles ...	10	per 100 kilos gross
11. MISCELLANEOUS		
Apparel of all sorts ...	50	per 100 kilos gross
Cinema film, blank or exposed ...	10	per kilo gross
Matches ...	1	per gross
Pianos, pianolas, harmoniums and organs.	300	each
Perfumery and toilet preparations ...	100	per 100 kilos gross
Tyres and tubes for vehicles ...	75	per 100 kilos gross
Goods not elsewhere specified in cases, barrels, tins, drums, kegs and cylinders.	20	per 100 kilos gross
Goods not elsewhere specified, in other containers or loose ...	10	par 100 kilos gross

EXPORT WHARFAGE DUES.

Description	Rate of duty Mils	Unit
1. ANIMALS LIVING		
Buffaloes, bulls, camels, calves, cows, donkeys, horses, mules and oxen ...	50	each



Description	Rate of duty Mils	Unit
Goats and sheep ... ..	5	each
Poultry ... ..	1	each
Other animals ... ..	5	each
2. FOOD, DRINK AND TOBACCO		
Alcohol, alcoholic beverages, beer, wines and aerated or mineral water ... ..	25	per 100 kilos gross
Cereals, grains, pulses and seeds, in bags or loose ... ..	5	per 100 kilos gross
Citrus fruits in cases of not more than 50 kilos ... ..	2	per case
Melons and water melons ... ..	2	per 100 kilos gross
Other fruits and vegetables raw ... ..	5	per 100 kilos gross
Tobacco and tobac leaves ... ..	75	per 100 kilos gross
Tobacco and tobac manufactured, cigarettes, snuff, etc. ... ..	150	per 100 kilos gross
3. MOTOR TRANSPORT VEHICLES		
Motor lorries, buses, and motor cars having a seating capacity for more than four persons, and chassis therefor ... ..	500	each
Other motor cars and chassis ... ..	375	each
Motor cycles ... ..	125	each
Other motor vehicles ... ..	375	each
4. MISCELLANEOUS		
Cement ... ..	3	per 100 kilos gross
Benzine and kerosene ... ..	5	per 100 litres
Soap ... ..	6	per 100 kilos gross
Goods not elsewhere specified, in cases, tins, barrels, drums, kegs and cylinders. ... ..	20	per 100 kilos gross
Goods not elsewhere specified, in other containers, or loose, unless enumerated in schedule of import wharfage dues when the rates therein shall apply ... ..	10	per 100 kilos gross

## RULES UNDER SECTION 14 (2) OF THE PORTS ORDINANCE, 1926—1933.

(Published in Official Gazette No. 176 of December 1st. 1926,  
with effect from November 11th. 1926).

1. In these Rules:—

(a) "Petroleum" means any inflammable liquid having a flash point below 73 degrees Farenheit by the Abel test.

(b) "Petroleum Ship" shall mean any ship having on board petroleum as cargo.

(c) "Owner" shall mean the owner of a ship carrying petroleum or calcium carbide, or the owner of the cargo or the accredited agent of any of them at the port.

(d) "Quay" shall mean any quay, pier, wharf, landing stairs jetty or other landing place within a port.

### PART I.

#### PETROLEUM.

2. The master of every petroleum ship shall, on nearing a port and during the time that such ship remains in the port, display by day a red flag not less than 3 feet square, and by night a red light, at the masthead or, if the said ship has no mast on a staff. Flag or  
Light.

3. On the entry of a petroleum ship into the port, the owner shall, without delay, inform the Port Officer of the quantity of petroleum on his ship, and of the manner in which such petroleum is stowed. Notice.

4. The master of every petroleum ship shall anchor or moor his ship only at such place as the Port Officer shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the port, without the written permission of the Port Officer. Berthing  
of ships.

5. (a) Before any petroleum is landed, the owner shall give due notice to the Port Officer of the time and place of such landing. General  
rules for  
landing of  
petroleum.

(b) No petroleum shall be landed at any quay other than such quays as the Port Officer shall from time to time direct.

(c) Before any petroleum contained in barrels or other vessels is landed, the holds of a petroleum ship shall be thoroughly ventilated, and after all petroleum has been removed, the holds and tanks shall be thoroughly cleansed.

Provided that the tanks of a petroleum ship which leaves the port immediately after the discharge of the cargo need not be cleansed if the tanks are closed up immediately after such discharge.



(d) Petroleum shall not be landed except between the hours of sunrise and sunset.

Provided that tank steamers which shall have commenced discharge not less than one hour before sunset shall be permitted to continue such discharge into reservoirs on shore or into tank barges or lighters.

(e) From the time when the holds or tanks of a petroleum ship are first opened for the purpose of landing petroleum until such time as all petroleum shall have been removed from such ship, and the holds or tanks shall have been cleansed as required by these Rules, there shall be no fire or artificial light on board such ship or at or near the place where the petroleum is being landed.

Provided that the use of an electric lighting installation or a safety lamp of a construction approved by the Port Officer shall be allowed.

(f) The owner shall take adequate steps to prevent any person from smoking at or near the place where petroleum is being landed and or any person engaged in such landing from carrying any matches, or any appliances whatsoever for producing ignition.

(g) No petroleum contained in casks, barrels or other vessels shall be landed in the port unless such vessels are staunch and free from leakage, and are of such strength and construction as not to be liable to be broken or to leak except in case of gross carelessness or extraordinary accident.

(h) All pipes and other appliances used in landing of petroleum in bulk shall be free from leakage.

(i) No petroleum shall be landed at any quay until the ship or conveyance by which it is to be removed shall be at the place in readiness to receive it. Petroleum landed within the area of the port shall be forthwith removed from such area or to some authorised place of storage within the area.

(k) No petroleum shall be discharged or allowed to escape into the waters of the port.

(l) The owner shall take all due precautions for the prevention of accident by fire in landing petroleum.

Distance  
between  
ships.

6. Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless in the opinion of the Port Officer it is impracticable to maintain such distance.

Watchman.

7. A petroleum ship shall be under the supervision of a competent person until the petroleum on board shall have been landed.

8. The owner shall, when required by the Port Officer or other Officer duly appointed by the High Commissioner, show to such Officer all petroleum under his control or on the ship, and shall afford facilities to the Officer to inspect and examine the petroleum. Inspection.

## PART II.

### CARBIDE OF CALCIUM.

9. The owner of every sea-going ship carrying a cargo any part of which consists of carbide of calcium, shall on its entering a port immediately give notice of the nature of such cargo to the Port Officer, and the master shall place or moor his ship in such a place as the Port Officer may direct; and while any carbide of calcium remains on board, the master shall not, except for the purpose of proceeding to sea, remove his ship without the written permission of the Port Officer. Notice.

10. Every ship's hold in which carbide of calcium is present, and from which carbide of calcium is to be discharged in the port shall be efficiently ventilated from the time of the ship's entering the port until all such carbide of calcium has been discharged or until the ship has left the port. Ventilating  
hold.

11. All carbide of calcium landed from any ship shall be removed forthwith to some authorised place of storage or beyond the limits of the port. Removal after  
landing.

12. Carbide of calcium shall only be brought into the port in hermetically closed metal vessels of such strength and construction or so protected as not to be liable to be broken or to become defective or insecure in conveyance otherwise than by gross negligence or extraordinary accident. Conveyance in  
closed vessels.

13. No vessel containing carbide of calcium shall be opened within the limits of the port except in some authorised place of storage or with the written permission of the Port Officer in such place as he may direct. Where pack-  
age may be  
opened.

14. The owner shall take all reasonable precautions to prevent the contact of water or moisture with the carbide of calcium and where such contact may have occurred, to prevent the gas evolved from being ignited. Precaution  
against water.

15. The owner shall, when required by the Port Officer or other Officer duly appointed by the High Commissioner, show to such Officer all carbide of calcium under his control or upon the ship, and shall afford every reasonable facility to the Officer to inspect and examine it. Inspection.



### RULES UNDER THE PORTS ORDINANCE, 1926—1933.

1. The Officer in charge of the port may restrict or prohibit the loading and unloading of goods and the landing or embarkation of persons when, in his opinion, the conditions of weather are such as to be likely to involve damage to or loss of goods loaded or unloaded or danger to the lives of persons landed or embarked.
2. No vessels shall be loaded in fine weather below the upper loading line marked in accordance with the Regulation of the Officer Administering the Government dated the 29th. November, 1928, or in bad weather below the lower loading line so marked.
3. No licensed vessel shall be loaded to a height exceeding one metre above the gunwale in bad weather without the permission of the Officer in charge of the Port.
4. The Officer in charge of the Port shall decide the condition of the weather for the purpose of these Rules <sup>1)</sup>.

(1) Smoking or the use of naked lights is prohibited within any store, warehouse, yard or other part of a port which is under the control of the Customs.

(2) The Officer in charge of a port may restrict or prohibit the admission to or removal from the port of persons, animals or vehicles <sup>2)</sup>.

### RULES MADE UNDER SECTION 14(2) OF THE PORTS ORDINANCE, 1926—1933.

*(Published in Palestine Gazette No. 372 of July 1st. 1933).*

#### LOADING AND UNLOADING OF GOODS AND LANDING AND EMBARKATION OF PASSENGERS AT HAIFA.

1. These rules may be cited as the Loading and Unloading of Goods and Landing and Embarkation of Passengers (Haifa) Rules, 1933.

2. In these rules:

“the port”

shall mean the water limits of the port of Haifa as defined by the High Commissioner in exercise of the power in that behalf conferred upon him by Section 3 of the Ports Ordinance, 1926.

<sup>1)</sup> Vide Official Gazette No. 225 of 16.12.28.

<sup>2)</sup> Vide Official Gazette No. 230 of 1.3.29.

“the harbour”

shall mean such part of the waters of the port as is enclosed by the main and lee breakwaters.

3. No vessel calling at the port, other than:

(a) vessels carrying petroleum or other oil in bulk, to be discharged or loaded through a submarine pipe line,

(b) vessels carrying, or upon which it is intended to load as cargo, any quantity of coal which shall form threefourths or more of the total cargo to be landed at, or to be shipped from, the port,

(c) vessels carrying, or upon which it is intended to load explosives, carbide of calcium, petroleum other than in bulk, and other noxious or dangerous goods only for such time as is occupied in the discharging or loading of any of such types of cargo.

shall discharge or load cargo or land or take on board passengers unless such vessel shall have entered and been moored within the harbour:

Provided that:

(a) the Director may in his discretion exempt any vessels from the provisions of this rule, and

(b) goods to be shipped as bona fide ship's stores shall not be deemed to be cargo for the purpose of these rules.

4. These rules shall come into force on the first day of August 1933.

### NOTICE: PORT OFFICERS POWERS.

*(Published in Official Gazette No. 252 of February 1st. 1930).*

Whereas it is provided by Article 36 of the Palestine Order in Council, 1922, that anything which is authorised to be done, by, to, or before a British Consular Officer under the Merchant Shipping Act, 1894, or any amending Act, may be done in any place in Palestine by, to, or before such Officer of the Government as the High Commissioner may appoint.

Notice is hereby given that Mr. W. Gibb, Port Officer, Haifa, and Mr. L. K. Pope, Port Officer, Jaffa, are appointed by the High Commissioner as the Officers, by, to, or before whom any such thing may be done under the Merchant Shipping Act, 1894, or any amending Act.



NOTICE UNDER SECTION 3 OF THE PORTS  
ORDINANCE, 1926-1933.

WATER LIMITS OF THE PORT OF JAFFA.

The territorial waters of Palestine contained within a line drawn 270° true to the high seas from the point of intersection of the northern bank of the River Auja with the Mediterranean Coast and a line drawn 270° true to the high seas from the well, known as Bir ed Daba, marked on the survey map of Palestine:—

"Miqve Israel".

1: 20,000 Topocadastral Survey Map. Sheet 12-15 1).

WATER LIMITS OF THE PORT OF HAIFA.

The water limits of the Port of Haifa shall extend to a line drawn from Ras el Krum Point to the Survey of Palestine trigonometrical point No. 319G, the true bearing of which is 76° 43'. 2).

NOTICE UNDER SECTION 10 OF THE PORTS  
ORDINANCE, 1926-1933.

TARIFF OF CRANAGE CHARGES AT HAIFA.

The following shall as from the first day of August, 1933, be the tariff of charges for the use of steam cranes at Haifa Harbour 3):—

FIFTEEN TON STEAM CRANE

For the first hour	two pounds
For each hour or part thereof subsequent to the first hour.	one pound
Minimum charge.	three pounds

FIVE TON STEAM CRANES.

For the first hour.	five hundred mils
For each hour or part thereof subsequent to the first hour.	five hundred mils
Minimum charge	one pound

1) Vide Palestine Gazette No. 364 of 1.6.33.  
2) Vide Palestine Gazette No. 372 of 1.7.33.  
3) Vide Palestine Gazette No. 378 of 27.7.33.

PORTS ORDINANCE, 1926

PORTS ORDINANCE, 1926

Notice By the High Commissioner under section 3.

In Exercise of the powers vested in him by section 3 of the Ports Ordinance, 1926, the High Commissioner is pleased to define and the water-limits of the ports of Haifa are hereby defined as under:—  
No.16 of 1926.

The water limits of the Port of Haifa shall extend to a line drawn from the pylon on Ras el Krum point to the pylons on Acre Beach the bearing of which is seventy-four degrees true

The notice by the High Commissioner under section 3 of the Ports Ordinance, 1926, dated the thirteenth day of June, 1933, and published in the Gazette of the first day of July, 1933, is hereby cancelled.  
No.372

By His Excellency's Command,  
J. HATHORN HALL  
Chief Secretary.

17th July, 1934  
(C/356/31)

The tariff of charges for the use of steam cranes at Haifa Harbour, dated the twenty-second day of July, 1933, and published in the Gazette dated the twenty-seventh day of July, 1933, is hereby cancelled.

By His Excellency's Command,  
S. MOORE  
Acting Chief Secretary.



## NOTICE

IN EXERCISE of the powers vested in him by sub-section (1) section 10 of the Ports Ordinance, 1926, the High Commissioner is pleased to order and it is hereby ordered that the following shall, as from the first day of May, 1934, be the tariff of charges for the use of steam cranes at the Jaffa Harbour:-

fteen tons steam crane  
For the first hour or part thereof ----- One pound

for each hour or part thereof  
subsequent and ~~seventy-sixth~~ consecutive to  
the first hour ----- seven hundred  
and fifty mills

ve tons steam ~~XXXX~~ crane  
for the first hour or part thereof ----- five hundred  
mils

for each hour or part thereof  
subsequent and consequent to  
the first hour ----- three hundred and  
seventy five mils

The tariff of charges for the use of steam cranes at Haifa Harbour, dated the twenty-second day of July, 1933, and published in the Gazette dated the twenty-seventh day of July, 1933, is hereby revoked.

de Official  
zette No.442 of  
51.5.34

By His Excellency's Command,  
S. MOODY

Acting Chief Secretary.



# TARIFF OF CRANAGE CHARGES AT JAFFA<sup>1)</sup>.

The following tariff of charges for the use of electric cranes at Jaffa Port comes into effect from January 1st. 1932.

For the first hour	500 mils
For each subsequent hour or portion thereof	250 mils

## NOTICE UNDER SECTION 10(1) OF THE PORTS ORDINANCE, 1926—1933.

(Published in Palestine Gazette No. 378 of July 27th. 1933).

## TARIFF OF CHARGES AT HAIFA.

The following tariff of charges shall be enforced at the port of Haifa as from the twenty seventh day of July 1933:

### PASSENGERS.

- For the hiring of any boat to or from any ship or to or from any point within the area enclosed by the breakwaters:-
  - If hired for the single journey:  
For each passenger: ... .. 60 mils.
  - If hired for the return journey:  
One and a half times the fare under 1 (a)  
for each passenger.
- For the hiring of any boat between any ship or point within the area enclosed by the breakwaters and any ship anchored outside the breakwaters:
  - If hired for a single journey:  
For each passenger. ... .. 100 mils.
  - One and a half times the fare under 2 (a)  
for each passenger.
- If kept waiting then for every quarter of an hour after the first, quarter in addition to the charges under (1) or (2) above 50 mils.
- If hired by time:
  - For the first hour or part of an hour. ... .. 400 Mils.
  - For every successive quarter of an hour in addition to the charges under 4 (a) above. ... .. 50 mils.
- Children under ten years of age to be charged half fare.
- Children under three years of age. ... .. Free.

<sup>1)</sup> Vide Palestine Gazette No. 298 of 1.1.32.



### LUGGAGE

1. Light hand packages: ... .. Free
2. Other packages such as bags, suit cases, cabin trunks and portmanteaux, each ... .. 25 mils.
3. Large bales or boxes, each ... .. 50 mils.

The above charges include transfer from the ship's cabin or deck to boat and delivery on to landing stage, or vice versa:

Provided always that when a blue flag with a white ball in the centre (denoting rough weather) is hoisted at the office of the Port Officer fares not exceeding double the fares in the tariff may be charged for in respect of any journey to or from any ship anchored outside the breakwaters. And provided also that when a red flag with a white square in the centre (denoting foul weather) is hoisted at the office of such Officer, these rates shall not apply to any journey to or from any ship anchored outside the breakwaters.

### NOTICE UNDER SECTION 10 (1) OF THE PORTS ORDINANCE, 1926—1933.

*(Published in Official Gazette No. 177 of December 16th. 1926  
and now Republished with Amendments).*

### TARIFF OF CHARGES AT JAFFA.

The following tariffs of charges shall be in force at the port of Jaffa as from the 30th. November 1926 <sup>1)</sup>:-

### PASSENGERS.

For the hiring of any boat to and from any ship, or to or from any point within the limits of the anchorage.

<sup>1)</sup> Vide Palestine Gazette No. 378 of 27.7.33.

1. If hired for the single journey from or to any ship or point.  
For each passenger 150 mils
2. If hired for the journey from and return to any ship or point to or from the place of hiring, one and a half times the fare under 1 above.
3. If kept waiting, then for every quarter of an hour after the first quarter in addition to the charges under 1 or 2 above. 50 mils
4. If hired by time:
  - (1) For the first hour or fractional part of an hour. 500 mils
  - (2) For every successive quarter of an hour in addition to the charges under 4 (1) above. 50 mils
5. Children under ten years of age to be charged half fare.
6. Children under three years of age. Free

### LUGGAGE.

- Light hand packages. Free
- Other packages such as bags, suitcases, cabine trunks and portmanteaux. each 50 mils
- Large bales and boxes. each 80 mils

The above charges include transfer from the ship's cabin or deck to boat and delivery on landing stage or vice versa.

Provided always that when a blue flag with a white ball (denoting rough weather) is hoisted at the office of the Port Officer, fares not exceeding double the fares in the tariff may be charged. And provided also that when a red flag with a white square in the centre is hoisted at the Office of such Officer (denoting foul weather) these rates shall not apply.

Immigrants and tourists may be conveyed at special rates by mutual arrangement provided that such special rates shall in no case exceed the rates allowed by the tariff nor be less than these by more than 50%.



INSTRUCTIONS UNDER REGULATION 3 OF THE  
REGULATIONS MADE UNDER SECTIONS 4, 8 AND 14  
OF THE PORTS ORDINANCE, 1926—1933.

(Published in Palestine Gazette No. 371 of June 29th. 1933).

SURVEY OF VESSELS.

1. Every vessel registered in Palestine shall be surveyed as follows:

- (a) Before the vessel is put in service.
- (b) Annually, when considered necessary by a Port Officer.
- (c) At any other time, when considered necessary by a Port Officer.

2. Before a vessel is put in service the survey shall include a complete inspection of the hull, machinery and equipment, including the outside of the vessel's bottom. The survey shall be such as to ensure that the arrangements, materials and scantlings of the hull, boilers and their appurtenances, main and auxiliary machinery, life saving appliances and other equipment comply with the requirements and are in the opinion of a Port Officer fit for the service for which the vessel is intended. The survey shall also be such as to ensure that the workmanship of all parts of the vessel and its equipment are in all respects satisfactory.

3. The annual survey shall include an inspection of the whole of the hull, boilers, machinery and equipment including the outside of the vessel's bottom. The survey shall be such as to ensure that the vessel, as regards the hull, boilers and their appurtenances, main and auxiliary, life saving appliances and other equipment, is in a satisfactory condition, and, in the opinion of a Port Officer, fit for the service for which it is intended.

4. A survey, either general or partial, according to the circumstances shall be made on each occasion when an accident occurs to the vessel or a defect is discovered therein which affects the safety of the vessel or the efficiency of its life saving appliances or other equipment, or whenever any important repairs or renewals are effected. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively carried out and that the material and workmanship of such repairs or renewals are in all respects satisfactory.

LOADING AND UNLOADING AND DELIVERY OF  
GOODS AT THE PORT OF JAFFA.

(Published in Official Gazette No. 312 of August 1st. 1932).

1. These Rules may be cited as the Loading and Unloading Title. of goods (Port of Jaffa) Rules, 1932.

2. The transport of goods from and to vessels shall be carried out by means of lighters employed for the purpose by the ship's agent, consignee or shipper, provided that such lighters shall be duly licensed in accordance with the provisions of the Ports Ordinance, 1926-1933. Lighterage.

3. Ships agents, consignees or shippers, as the case may be, shall when so required supply the Port Officer with the registered numbers of the licensed lighters they intend to employ at least twenty-four hours before the commencement of discharge or loading. Notice of Discharge or Loading.

4. Porterage of goods shall be carried out by such person or persons as the Director shall appoint: Porterage.

Provided that the Director shall not appoint any person who is not duly licensed under Section 9 of the Ports Ordinance, 1926-1933 <sup>1)</sup>.

5. The following services shall be carried out by consignees, or shippers or their agents, as the case may be, who shall only employ persons duly licensed under Section 9 of the Ports Ordinance, 1926-1933. Services by Consignees and Shippers.

(a) The delivery and placing upon conveyances for withdrawal from Customs of imported iron joists, bars, rods, and pipes; loose roofing tiles, timber, wooden tree stakes and withies; coal (including briquettes) and oils in barrels and drums.

(b) Re-stacking of timber, and weighing of consignments in bulk for Customs Examination.

(c) Weighing and handling of goods when required by consignees for the purposes of such consignees.

(d) Porterage of citrus fruit for export.

6. Porterage for the purpose of passengers baggage shall be carried out by such person or persons as the Director of Customs, Excise and Trade shall appoint who shall employ only persons duly licensed under Section 9 of the Ports Ordinance, 1926-1933. Passengers Baggage.

7. Delivery Orders shall be in English or in English and Arabic or in English and Hebrew and shall in every case be completed by the agency of issue together with a statement Delivery Orders.

<sup>1)</sup> Vide Palestine Gazette No. 387 of 7.9.33.



showing the amount of lighterage, portorage, and agency fees charged in respect of goods to be delivered from the Customs, and shall at the request of the consignee show such fees and charges in detail.

Stamp Duty 8. The Stamp Duty payable on the first delivery order issued against any one bill of lading shall be paid by the agent issuing it, and an agent shall not charge any fee for the issue of a delivery order other than as prescribed in the Tariff of Charges.

Condition of 'Sous Palan'. 9. The application of the conditions of "sous palan" shall be subject to the consignee having complied with the bill of lading.

Repeal. 10. The Rules made under Section 14 (2) (c) of the Ports Ordinances, 1926-1927, and published in Official Gazette, No. 226 of the 1st. January, 1929, are hereby repealed.

Tariff of maximum Charges for Lighterage, Agency Fees and Portorage Charges.

PART I.

Serial No.	Commodity	Unit of Charge	Lighterage	Agency Fees	Portorage
			Mils	Mils	Mils
1	ACIDS, in demijohns	1000 Kgs.	300	200	200
2	ALCOHOL, BENZINE, PETROLEUM AND TURPENTINE OIL				
	(a) discharged direct from vessel at Kaz Khana	1000 Kgs.	250	200	100
	(b) discharged at quay	1000 Kgs.	250	170	120
	(c) discharged at vessels usual anchorage place and sent by lighter to Kaz Khana	1000 Kgs.	400	200	100
	(d) discharged at quay and sent on land to Kaz Khana	1000 Kgs.	250	200	350
3	BARRELS AND DRUMS, empty				
	(a) not exceeding 200 litres capacity	each	25	8	20
	(b) exceeding 200 litres capacity	each	45	15	25
4	CEMENT, including white cement	1000 Kgs.	170	120	85
5	COAL, mineral including Patent Fuel and Briquettes	1000 Kgs.	170	120	80
6	CAUSTIC SODA, QUARTZSAND, GRANULATED MARBLE AND ASPHALT, in blocks	1000 Kgs.	200	120	100
7	CHEMICAL MANURE				
	(a) in bags	1000 Kgs.	175	140	105
	(b) in barrels	1000 Kgs.	170	140	105
8	COKE	1000 Kgs.	240	170	115
9	CORPSES	each	1200	1250	250

Serial No.	Commodity	Unit of Charge	Lighterage	Agency Fees	Portorage
			Mils	Mils	Mils
10	EARTHENWARE PIPES, loose				
	(a) discharged by ship's sling	1000 Kgs.	250	200	110 140
	(b) discharged from ship by hand	1000 Kgs.	250	260	110 140
11	EGGS				
	(a) large standard cases	each	25	15	10
	(b) small standard cases	each	15	5 8	5 7
12	EXPLOSIVES	1000 Kgs.	300	200	200
13	FLOUR, RICE, WHEAT, POTATOES AND BARLEY (in any containers)	1000 Kgs.	220	125	105
14	FOODSTUFFS, not elsewhere specified (in any containers)	1000 Kgs.	240	150	130
15	FURNITURE VANS	M <sup>3</sup>	200	55 50	40
17 16	HIDES, BUFFALO OR OX, loose	each	7	2	3
18 17	IRON AND STEEL BARS, GIRDERS, PIPES AND RODS, AND WOODEN POLES				
	(a) not exceeding 6 metres in length	1000 Kgs.	250	150	120
	(b) exceeding 6 metres but not exceeding 9 metres in length	1000 Kgs.	300	160	130 140
	(c) exceeding 9 metres but not exceeding 12 metres in length	1000 Kgs.	350	260	140
	(d) exceeding 12 metres in length (30% increase over highest rate for each additional 3 metres or fraction thereof)	1000 Kgs.	—	—	—
20 18	MARBLE STONES AND SHEETS, exceeding 1.5 metres in length	1000 Kgs.	250	200	130
21 19	MOTOR CARS AND TRUCK CHASSIS				
	(a) not exceeding 200 cubic feet per package	Package	800	350	250
	(b) exceeding 200 but not exceeding 300 cubic feet	Package	1050	400	350
	(c) exceeding 300 cubic feet per package	Package	1500	600	600



Serial No.	Commodity	Unit of Charge	Lighter- age	Agency Fees	Porterage
			Mils	Mils	Mils
23 20	OILS, various, in barrels or drums	1000 Kgs.	200	200	100
24 21	OTHER ARTICLES, not elsewhere specified				
	(a) not exceeding 500 Kgs. per package	1000 Kgs.	250	160	120 160
	(b) exceeding 500 and not exceeding 1000 Kgs. per package	1000 Kgs.	270	160	200
	(c) exceeding 1000 and not exceeding 2000 Kgs. per package	1000 Kgs.	340	170	240 225
	(d) exceeding 2000 Kgs. per package	1000 Kgs.	500	220 225	280 275
	Alternatively, and at the option of those performing the service:-				
	(i) exceeding 4m <sup>3</sup> but not exceeding 6m <sup>3</sup> in volume per 1000 Kgs. weight	1000 Kgs.	420	220	160
	(ii) exceeding 6m <sup>3</sup> but not exceeding 8m <sup>3</sup> in volume per 1000 Kgs. weight	1000 Kgs.	450	250	200
	(iii) exceeding 8m <sup>3</sup> but not exceeding 12m <sup>3</sup> in volume per 1000 Kgs. weight	1000 Kgs.	680	300	220
	(iv) exceeding 12m <sup>3</sup> (30% increase over highest rate for each additional 2m <sup>3</sup> or fraction thereof	1000 Kgs.	—	—	—
26 22	PIANOS				
	(a) upright	each	360	200	120 80
	(b) grand	each	550	200	80
27 23	PIG IRON, including iron scrap	1000 Kgs.	170	120	100 15
28 24	ROOFING TILES				
	(a) loose discharged by ship's sling	1000 Kgs.	260	60	90
	(b) loose discharged from ship by hand	1000 Kgs.	260	110	90
	(c) discharged in packages	1000 Kgs.	260	110	130

Serial No.	Commodity	Unit of Charge	Lighter- age	Agency Fees	Porterage
			Mils	Mils	Mils
29 25	SILKEN AND WOOLLEN GOODS or mixtures thereof	1000 Kgs.	250	200	140
30 26	SOFT WOOD AND PREPARED WOOD FOR CITRUS FRUIT CASES, not exceeding 500 Kgs. per m <sup>3</sup>	M <sup>3</sup>	140	20	40
31 27	SUGAR				
	(a) in sacks	1000 Kgs.	220	125	105
	(b) in cases	1000 Kgs.	220	125	125
32 28	TOBACCO (including tobac un-manufactured	1000 Kgs.	300	150	230
33 29	TIMBER including plywood and wood, not elsewhere specified	1000 Kgs.	225	75	95
35 20	WITHIES, (wooden hoops for citrus fruit cases)				
	(a) per standard bundle of 300 pieces	Bundle	12	5	3
	(b) per double bundle of 600 pieces	Bundle	20	10 11	5 4
36 31	WOODEN TREE STAKES	1000 Kgs.	240	75	120

The minimum charge for the issue of a delivery order to include lighterage, agency fees and porterage shall be 110 mils for ordinary merchandise and 60 mils for samples.

Agency Fees for imported Goods Discharged "Sous-Palan".

#### PART II.

#### GOODS DISCHARGED "SOUS-PALAN"

- (a) Consignments up to 200,000 Kgs. 50 mils per 1000 Kgs.
- (b) On the excess over 200,000 Kgs. up to 500,000 Kgs. 25 mils per 1000 Kgs.
- (c) On the excess over 500,000 Kgs. 10 mils per 1000 Kgs.
- (d) Total maximum fee payable for any one consignment LP. 25.



Lighterage and Porterage Charges for goods Exported.

PART III.

Serial No.	Commodity	Unit of Charge	Lighterage	Porterage
1	AGRICULTURAL PRODUCE OF PALESTINE, SYRIA AND TRANS-JORDAN n.e.s. excepting Citrus Fruit but including other fruits, grain and cereals	1000 Kgs.	150	110
2	CITRUS FRUIT			
	(a) full sized cases or receptacles	each	8	3
	(b) half sized cases or receptacles	each	4	2
3	COLOCYNTH, in full sized cases or receptacles	each	100	18
4	CYLINDERS, empty	each	15	5
5	IRONWARE (excluding empty drums or cylinders)	1000 Kgs.	200	110
6	IRON DRUMS, empty (alcohol, oils, petroleum or benzine)	each	50	12
7	SKINS, in bales (sheep or goats)	bale	25	12
8	WOOL, raw in bales	bale	70	20
9	WINE, SPIRITS AND FRUIT JUICES, in barrels	1000 Kgs.	250	120
10	NUTS AND ALMONDS	1000 Kgs.	250	110
11	TOBACCO AND TOBAC	1000 Kgs.	300	150
12	BEER BARRELS, empty (of wood, aluminium or iron sheet)	each	8	5
13	Articles not elsewhere specified	1000 Kgs.	250	110
	The rates for porterage charges shall be reduced by 50% when goods are placed direct from any means of conveyance on the quay on lighters.			

Tariff for Porterage Charges in respect of Passengers' Baggage Arriving or Leaving through the Port of Jaffa, issued under Section 10 (1) of the Ordinance.

(a) for the porterage of each package from landing stage to means of conveyance outside Baggage Inspection Room (including handling during Customs Inspection)—or *vice versa* - 10 mils

(b) Additional charge for each package when carried to and from Disinfecting Station (including handling during disinfection) - 10 mils

In computing the amounts payable under the above Tariff, the following provisions shall have effect:—

1. For the purposes of the above Tariff:—

"Lighterage" shall include the following services:—

(a) In the case of goods imported: The receiving of goods from ship's sling, stowing in lighters, conveyance from alongside ship to alongside quay and in case of goods being discharged by crane, the handling of goods into crane sling at quayside;

(b) In the case of goods exported: The stowing of goods on lighters at quayside, transport to alongside ship, and handling into ship's sling.

"Agency Fees" shall mean the fees payable to and collected by the agent of any vessel for the service of arranging the discharge of goods carried by such vessels and discharged therefrom except such goods as are carried under the conditions of "Sous-Palan".

"Conditions of Sous-Palan" shall mean conditions whereby the shipper and carrier (ship owner) mutually agree that the consignee shall have the option of taking delivery of goods so carried from ship's sling, and whereby the agent of the vessel does not undertake the discharge of goods from ship's sling to shore.

"Porterage" shall include the following services:—

(a) In the case of goods imported: The discharge of goods from lighters alongside quay or wharf, conveyance to Customs Stores, stacking and re-stacking during and after delivery, covering and removing for protection against damage; marking packages with relative manifest serial numbers, bringing packages to place of Customs examination, opening, unpacking, and weighing as required by the Customs for examination, repacking, closing and returning to place of deposit after examination, delivery from Customs Stores upon clearance, and placing upon conveyances



for withdrawal; weighing packages of unmanufactured tobacco on arrival and or withdrawal and marking the same with the numbers allotted thereto, and the weights found; removal of time expired goods to King's Warehouse and handling goods during sales by public auction.

Provided that the term portorage shall not be deemed to include the following services:—

(i) The delivery and placing of the following goods in conveyances for withdrawal: Iron joists, bars, rods and pipes, loose roofing tiles, timber, wooden tree stakes and withies, coal (including briquettes) and oils in barrels and drums.

(ii) The re-stacking of timber and weighing of whole consignments in bulk for Customs examination.

(iii) The weighing and handling of goods when required by consignees for their own purposes.

(b) In the case of goods exported: The discharge of goods from conveyances upon arrival in the Customs; conveyance to stores or place of deposit and handling as in paragraph (a) hereof, conveyance from stores or place of deposit and placing in lighters alongside quay, or delivery from stores or place of deposit and placing upon conveyances upon withdrawal or export.

2. Agency fees shall not be payable in respect of goods exported.

3. The rates for portorage set forth in the above Tariff shall include the fees payable for the hire of Customs cranes.

4. The rates set forth in the above Tariff shall apply in proportion to any greater or lesser quantity of goods unless otherwise prescribed.

5. Payment for lighterage shall be paid to ships' agents where lighterage services have been carried out by them.

6. Payment for portorage shall be made to such person or persons who are duly authorised to perform the work of portorage in the Port of Jaffa or to his or their accredited representatives prior to the clearance of goods from the Customs.

7. If any question shall arise in regard to the levying of charges under the above Tariff it shall be referred to the Port Officer, Jaffa, for his decision, provided that an appeal may be made within eight days from the decision of the said Port Officer to the Director of Customs, Excise and Trade whose decision shall be final and binding.

8. The Tariff of charges for certain services in the Port of Jaffa published in Official Gazette, No 226, of the 1st January, 1929, is hereby repealed.

## LOADING AND UNLOADING AND DELIVERY OF GOODS AT THE PORT OF HAIFA.

(Published in Palestine Gazette No. 388 of September 14th. 1933).

1. In computing the amounts payable under the tariff the following provisions shall have effect:— Interpreta-  
tion.

(1) "Lighterage" shall include the following services:—

(a) In the case of goods imported, the receiving of goods from ship's sling, stowing in lighters, conveyance from alongside ship to alongside quay and in case of goods being discharged by crane, the handling of goods into crane sling at quayside:

(b) In the case of goods exported, the stowing of goods on lighters at quayside, transport to alongside ship, and handling into ship's sling.

"Agency Fees" shall mean the fees payable to and collected by the agent of any vessel for the service of arranging the discharge of goods carried by such vessels and discharged therefrom except such goods as are carried under the conditions of "sous-palan".

"Conditions of sous-palan" shall mean conditions whereby the shipper and carrier (ship owner) mutually agree that the consignee shall have the option of taking delivery of goods so carried from ship's sling, and whereby the agent of the vessel does not undertake the discharge of goods from ship's sling to shore.

"Portorage" shall include the following services in the case of goods imported, the discharge of goods from ships' sling or from lighters alongside quay of wharf, conveyance to Customs Stores, stacking and re-stacking during and after delivery, covering and removing for protection against damage; marking packages with relative manifest serial numbers, bringing packages to place of Customs examination, opening, unpacking, and weighing as required by the Customs for examination, repacking, closing and returning to place of deposit after examination, delivery from Customs Stores upon clearance, and placing upon conveyances for withdrawal; weighing packages of unmanufactured tobacco on arrival and/or withdrawal and marking the same with the numbers allotted thereto, and the weights found; removal of time expired goods to King's Warehouse and handling goods during sales by public auction.



Provided that the term portorage shall not be deemed to include the following services:—

(i) The delivery and placing of the following goods in conveyances for withdrawal: iron joists, bars, rods and pipes loose roofing tiles, timber, wooden tree stakes and withies, coal and coke (including briquettes) and oil in barrels and drums, or

(ii) The restacking of timber and weighing of whole consignments in bulk for Customs examination, or

(iii) The weighing and handling of goods when required by consignees for their own purposes.

(2) Agency fees shall not be payable in respect of goods exported.

(3) The rates for portorage set forth in the tariff shall not include the fees payable for the hire of Customs cranes.

(4) The rates set forth in the tariff shall apply in proportion to any greater or lesser quantity of goods unless otherwise prescribed.

(5) Payment for lighterage shall be paid to ships' agents where lighterage services have been carried out by them.

(6) The fees chargeable for the service of agency fees and lighterage shall be on the basis of 1000 kilogrammes to a ton, or on the basis of 50 cubic feet to a ton, whichever method has been, or is, the basis of calculation of freight for carriage by the conveying ship to or from Palestine:

Provided that

(a) the lighterage of timber shall be charged per cubic metre, irrespective of the method of computing freight charges on board in respect thereof.

(b) Government stores shall be liable in all cases to lighterage and agency fees on a basis of deadweight, which for the purpose of this sub-section shall be 1000 kilogrammes to a ton.

(7) Payment for portorage shall be made to such person or persons who are duly authorised to perform the work of portorage in the port of Haifa or to his or their accredited representatives prior to the clearance of goods from the Customs.

(8) If any question shall arise in regard to the levying of charges under the tariff it shall be referred to the Port Officer, Haifa, for his decision, provided that an appeal may be made within eight days from the decision of the Port Officer to the Director whose decision shall be final and binding.

2. The tariff of charges for certain services in the port of Haifa published in the Gazette of the sixteenth day of June, 1928, is hereby repealed. Repeal.  
No. 213.

# Tariff of Maximum Charges for Lighterage, Agency Fees and Portorage Charges.

## PART I.

Serial No.	Commodity	Unit of Charge	Lighter- age	Agency Fees	Portorage
			Mils	Mils	Mils
1	ACIDS, in demijohns	1000 Kgs.	150	100	80
2	ALCOHOL, BENZINE, PETROLEUM TURPENTINE OIL and WHITE OIL	1000 Kgs.	150	100	80
3	BARRELS and DRUMS, empty				
	(a) not exceeding 200 litres capacity	each	15	5	5
	(b) exceeding 200 litres capacity	each	20	15	10
4	BOVINES and EQUINES	each	100	50	—
5	CEMENT, including White Cement	1000 Kgs.	100	100	80
6	COAL, COKE, including patent fuel and Briquettes	1000 Kgs.	100	100	80
7	CAUSTIC SODA, QUARTZ, and GRANULATED MARBLE and ASPHALT	1000 Kgs.	150	100	80
8	CHEMICAL MANURE				
	(a) in bags	1000 Kgs.	100	110	70
	(b) in barrels	1000 Kgs.	125	110	70
9	CORPSES	each	1000	750	250
10	CALCIUM CARBIDE	1000 Kgs.	200	110	80
11	EARTHENWARE PIPES and FITTINGS loose	1000 Kgs.	150	110	80
12	EGGS				
	(a) large standard cases	each	20	10	10
	(b) small standard cases	each	10	5	5
13	EXPLOSIVES	1000 Kgs.	220	110	80



Serial No.	Commodity	Unit of Charge	Lighter- age	Agency fees	Porterage
			Mils	Mils	Mils
14	FLOUR, RICE, WHEAT, BARLEY and OTHER CEREALS and POTATOES, (in any containers)	1000 Kgs.	100	100	70
15	FOODSTUFFS, not elsewhere specified (in any containers)	1000 Kgs.	100	110	80
16	FURNITURE VANS	1 M <sup>3</sup>	200	55	40
17	HIDES, BUFFALO or Ox, loose	each	5	2	3
18	IRON and STEEL BARS, GIRDERS, PIPES and RODS, BLACK and GALVANIZED STEEL SHEETS, loose and in bundles	1000 Kgs.	150	100	70
19	MARBLE STONES and SHEETS exceeding 1.5 metres in length	1000 Kgs.	200	100	100
20	MATCHES	1000 Kgs.	150	100	80
21	MOTOR CARS — 2 Seaters	each	500	250	200
	5 Seaters	each	750	400	300
	7 Seaters	each	1000	500	400
	LORIES, BUSES and CHARABANCS INCLUDING CHASSIS	each	1500	750	500
22	OILS, various in barrels or drums	1000 Kgs.	150	110	80
23	PIANOS				
	(a) upright	each	300	150	100
	(b) grand	each	500	200	150
24	PIG IRON, including iron scrap	1000 Kgs.	100	100	60
25	SEEDS OIL	1000 Kgs.	100	75	70
26	SILK and WOOLLEN GOODS	1000 Kgs.	150	110	80
27	SHEEP and GOATS	each	20	10	—
28	SUGAR				
	(a) in sacks	1000 Kgs.	100	100	70
	(b) in cases	1000 Kgs.	100	100	80
29	TILES ROOFING (loose)				
	Discharged by ship sling or in packages	1000 Kgs.	150	100	80
	Discharged from ship by hand	1000 Kgs.	150	150	80

Serial No.	Commodity	Unit of Charge	Lighter- age	Agency Fees	Porterage
			Mils	Mils	Mils
30	TOBACCO, (including Tombac) unmanufactured	1000 Kgs.	200	110	400
31	TIMBER, Soft wood and prepared wood for citrus cases not exceeding 500 Kgs. per M <sup>3</sup>	1 M <sup>3</sup>	75	20	40
	TIMBER, including plywood, American gum wood, and wood not elsewhere specified	1000 Kgs.	150	75	80
32	WITHIES (wooden hoops for citrus cases)				
	(a) per standard bundle of 300 pieces	bundle	10	4	3
	(b) per double bundle of 600 pieces	bundle	15	8	4
33	WOODEN POLES and TREE STAKES	1000 Kgs.	150	75	100
34	OTHER ARTICLES not elsewhere specified				
	(a) not exceeding 250 Kgs. per package	1000 Kgs.	100	110	100
	(b) weighing over 250 Kgs. up to and including 500 Kgs. per package	1000 Kgs.	150	110	150
	(c) weighing over 500 Kgs. up to and including 2000 Kgs. per package	1000 Kgs.	250	110	200
	(d) weighing over 2000 Kgs.	1000 Kgs.	350	110	250

The minimum charge for the issue of a delivery order to include lighterage and agency fees shall be 100 mils for ordinary merchandise and 50 mils for samples.

Agency Fees for imported goods discharged "Sous-Palan" in consignments of not less than 100,000 Kgs.

#### PART II.

Goods discharged "Sous-Palan"

- (a) Consignments up to 200,000 Kgs. 50 mils per 1000 Kgs.
- (b) On the excess over 200,000 Kgs. up to 500,000 Kgs. 25 mils per 1000 Kgs.
- (c) On the excess over 500,000 Kgs. 10 mils per 1000 Kgs.
- (d) Total maximum fee payable for any one consignment LP. 35.



Lighterage and Portorage Charges for Goods Exported.

PART III.

Serial No.	Commodity	Unit of Charge	Lighterage	Portorage
			Mils	Mils
1	AGRICULTURAL PRODUCE OF PALESTINE, SYRIA and TRANS-JORDAN n.e.s. excepting Citrus Fruit but including other fruits, grain and cereals	1000 Kgs.	100	60
2	BEER BARRELS, empty, of wood, aluminium or iron	each	8	5
3	BROMINE	1000 Kgs.	70	70
4	CITRUS FRUIT			
	(a) full sized cases or receptacles	each	4	2
	(b) half sized cases or receptacles	each	2	1
5	COLOCYNTH, in full sized cases or receptacles	each	50	10
6	CYLINDERS, empty	each	10	5
7	IRON DRUMS, empty (alcohol, oils, petroleum or benzine)	each	40	5
8	IRONWARE (excluding empty drums or cylinders)	1000 Kgs.	100	80
9	NUTS and ALMONDS	1000 Kgs.	100	80
10	OIL CAKE	1000 Kgs.	70	40
11	POTASH	1000 Kgs.	70	70
12	SKINS, in bales (sheep or goats)	Bale	20	10
13	TOBACCO and TOBAC	1000 Kgs.	100	80
14	WINE, SPIRITS and FRUIT JUICES, in barrels	1000 Kgs.	100	80
15	WOOL, raw in bales	Bale	70	10
16	ARTICLES NOT ELSEWHERE SPECIFIED	1000 Kgs.	100	80

Other Portorage Charges.

PART IV.

For loading railway trucks with Jaffa cargo discharged at Haifa — — — 80 mils per 1000 kilos

For Goods not arriving by Sea.

For transshipment of goods in railway trucks from narrow to broad gauge railway or vice versa — — 40 mils per 1000 kilos

For unloading goods from railway trucks and vehicles and placing them along side quay — — 50 mils per 1000 kilos

For unloading from Railway trucks and vehicles, stacking or stowing in Stores of Customs Area, goods intended for export by sea — — 30 mils per 1000 kilos

For portorage of goods from Customs Area or Stores to alongside quay — — — 40 mils per 1000 kilos

Tariff for Portorage Charges is respect of Passengers' Baggage Arriving or Leaving through the Port of Haifa.

PART V.

(a) For the portorage of each package from the landing stage at boat steps to means of conveyance outside Baggage Inspection Room (including handling during Customs Inspection) or vice versa — — — 10 Mils

(b) For the portorage of packages such as: bags, suitcases, cabin trunks and portmanteaux from the cabin or the deck of a vessel berthed alongside the wharf to means of conveyance outside Baggage Inspection Room (including handling during Customs inspection) or vice versa — each — 25 Mils

(c) For the portorage of large bales or boxes from the cabin or deck of a vessel berthed alongside the wharf to means of conveyance outside Baggage Inspection Room (including handling during Customs inspection) or vice versa — each 50 Mils

(d) Light hand packages — — — Free

(e) Additional charge for each package when carried to and from Disinfection Station (including handling during disinfection 10 Mils

Loading and Unloading of Goods.

1. These rules may be cited as the Loading and Unloading of Goods (Port of Haifa) Rules, 1933. Citation

2. The transport of goods from and to vessels when not berthed against the wharf shall be carried out by means of lighters employed for the purpose by the ship's agent, consignee or shipper. Lighterage.

Provided that no lighter shall be employed which is not duly licensed in accordance with the provisions of the Ordinance.



Notice of discharge or loading

3. Ship's agents, consignees or shippers, as the case may be, shall when so required supply the Port Officer with the registered numbers of the licensed lighters they intend to employ at least twenty-four hours before the commencement of discharge or loading.

Porterage

4. The porterage of goods shall be carried out by such person or persons as the Director shall appoint:

Provided that the Director shall employ only persons who are duly licensed under Section 9 of the Ordinance.

Services by consignees and shippers.

5. The following services may be carried out by consignees, or shippers or their agents, as the case may be:—

(a) The delivery and placing upon conveyances for withdrawal from Customs of imported iron joists, bars, and pipes; loose roofing tiles, timber, wooden tree stakes and withies; coal and coke (including briquettes) and oil in barrels and drums.

(b) Re-stacking of timber, and weighing of consignments in bulk for Customs Examination.

(c) Weighing and handling of goods when required by consignees for the purposes of such consignees.

(d) Porterage of citrus fruit for export.

Provided that no consignee or shipper or agent shall employ any person unless such person is duly licensed under section 9 of the Ordinance.

Passengers' baggage.

6. Porterage for the purposes of passengers' baggage shall be carried out by such person or persons as the Director shall appoint:

Provided that the Director shall employ only persons duly licensed under Section 9 of the Ordinance.

Delivery Orders.

7. Delivery Orders shall be in English or in English and Arabic or in English and Hebrew and shall in every case be completed by the agency of issue together with a statement showing the amount of lighterage, and agency fees charged in respect of goods to be delivered from the Customs and shall at the request of the consignee show such fees and charges in detail.

8. The stamp duty payable on the first delivery order issued against any one bill of lading shall be paid by the agent issuing it, and an agent shall not charge any fee for the issue of a delivery order other than as prescribed in the tariff of charges made by the High Commissioner under subsection (1) of Section 10 of the Ordinance and published in this Supplement. Stamp Duty.

9. The application of the conditions of „sous-palan“ shall be subject to the consignee having complied with the bill of lading. Condition of „sous-palan“.

10. The rules dated the eighth day of June, 1928, and published in the Gazette dated the sixteenth day of June, 1928, under paragraph (c) of subsection (2) of Section 14 of the Ordinance are hereby repealed. Repeal.



PORTS ORDINANCE, 1926

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Notice By the High Commissioner under section 3.

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In Exercise of the powers vested in him by section 3 of the Ports Ordinance, 1926, the High Commissioner is pleased to define and the water-limits of the ports of Haifa are hereby defined as under:-  
No.16 of 1926.

The water limits of the Port of Haifa shall extend to a line drawn from the pylon on Ras el Krum point to the pylons on Acre Beach the bearing of which is seventy-four degrees true

The notice by the High Commissioner under section 3 of the Ports Ordinance, 1926, dated the thirteenth day of June, 1933, and published in the Gazette of the first day of July, 1933, is hereby cancelled.  
No.372

By His Excellency's Command,  
J. HATHORN HALL  
Chief Secretary.

17th July, 1934  
(C/356/31)



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Azriel Press, Jerusalem.



PORTS ORDINANCE, 1926.

ORDER No. 68 OF 1934, BY THE OFFICER ADMINISTERING  
THE GOVERNMENT UNDER SECTION  
10(1).

1. The definition of "conditions of sous-palan" shall ~~mean~~ be deleted and the following shall be substituted therefor:-

" "Conditions of sous-palan" shall mean conditions whereby the shipper and carrier (ship owner) mutually agree that the ~~shipper~~ consignee shall have the option of taking delivery of the goods so carries from ship's sling."

2. Part II of the schedule shall be deleted and the ~~a~~ following substituted therefor:-

"Agency fees for imported goods discharged ~~at~~  
sous-palan:-

- |   |                                 |
|---|---------------------------------|
| (a) Consignments up to 100,000<br>kilogrammes -----                             | 50 mils per 100<br>kilogrammes  |
| (b) On the excess over 100,000<br>kilogrammes up to 500,000<br>kilogrammes----- | 25 mils per 1000<br>kilogrammes |
| (c) On the excess over 500,000<br>kilogrammes -----                             | 10 mils per 1000<br>kilogrammes |
| (d) Total maximum fee payable<br>for any one consignment -----                  | twenty pounds."                 |

Vide Official Gazette No.431 of 29.3.34.



Serial No.	Commodity	Unit of Charges	Lighterage	Age.	Porterage
15	Furniture Vans				
(a)	not exceeding 2000 Kgs. per package	each	-	-	600
(b)	exceeding 2000 Kgs. and not exceeding 3000 Kgs. per package.	each	-	-	900
(c)	exceeding 3000 Kgs. and not exceeding 4000 Kgs. per package	each	-	-	1300
16	Glass for windows, not exceeding 50 Kgs. per package.	1000Kgs.	220	160	150
19	Iron Girders, H & U Section				
(a)	not exceeding 6 metres <del>and exceeding 6 metres</del> in length	1000Kgs	250	150	150
(b)	exceeding 6 metres & not exceeding 9 metres in length	1000Kgs	300	160	150
(c)	exceeding 9 metres & not exceeding 12 metres in length	1000Kgs	350	260	150
(d)	exceeding 12 metres in length (30% increase over highest rate for each additional 3 metres or fraction thereof	1000Kgs	-	-	-

Ser. No.	Commodity	Unit of Charges	Light.	Age. fees	Porterage
22	Motor Truck Chassis	1000 Kgs	500	250	200
25	Paper not specially prepared (including packing paper for oranges	1000 Kgs	220	150	150
34	Plywood	1000 Kgs.	225	75	120

Vide Palestine Gazette No.474 of 1.11.34.