

Hawsers and ropes,  
how they must be  
fastened.

*Article 18.*—No hawser or rope shall be run or fastened across any part of the harbour, excepting for the express purpose of hauling a vessel in, or out, immediately, or for the purpose of hauling a vessel off the ground; in which cases the hawser or rope shall be slackened in order to give a free and uninterrupted passage to any other vessel that may require to pass.

Vessels not to have an  
anchor out, unless to  
haul out or in.

*Article 19.*—Vessels lying at any wharf, or within a tier, within the limits of the harbour, shall not have an anchor out, except for the purpose of immediately hauling in or out.

Fastenings of vessels,  
how same must be  
made fast.

*Article 20.*—The shore fastenings of every vessel within the harbour, shall be attached to the rings placed on the outer edges of the wharves, or to mooring posts, and shall not in any manner cross or traverse the said wharves, or be attached to any lamp post or to any matter or thing on the wharves, other than those specially provided for that purpose.

Vessels at the  
wharves to avoid do-  
ing damage to each  
other.

*Article 21.*—All vessels lying at the wharves within the harbour, shall have their yards topped up, their booms and outriggers rigged in, their jibbooms rigged in as far as practicable, their studding sail boom irons taken off, their sprit sail yards laid fore and aft, and their anchors secured, so as to avoid doing damage to other vessels.

Passage allowed over  
decks of vessels lying  
in a tier.

*Article 22.*—When two or more vessels are lying at the same wharf, one outside of another, a free and unincumbered passage over the decks of those nearest the wharf, shall be allowed to those lying outside of them, as well for loading or unloading such outside vessel or vessels, as for the purpose of ordinary communication with the shore; provided such outside vessels have gangways of their own, extending to the wharf over the decks of the vessels nearest thereto.