

Red light on one side of main yard
Red light on one side of main yard

The lights mentioned in this part — shall be visible all round the horizon at a distance of at least 2 miles.
 Made this 24th day of February, 1953

RAJA AYUB.

PORT (PENANG) RULES 1953

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[L.N. 304/1953]

ARRANGEMENT OF RULES

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PORT (PENANG) RULES 1953*

[L.N. 304/1953]

IN exercise of the powers conferred upon him by section 445 (1) of the Merchant Shipping Ordinance, 1952, the High Commissioner in Council hereby makes the following Rules:

1. Citation and commencement.

(1) These Rules may be cited as the **Port (Penang) Rules 1953**, and shall apply in the port of Penang.

(2) These Rules shall have effect from the date appointed for the coming into force of Part XIII of the Ordinance, and shall be in addition to and not in substitution for the Federation Port Rules, 1953.

2. Man-of-war anchorage.

The anchorage reserved for men-of-war shall be that indicated on the Admiralty Chart of Penang Harbour.

3. Foreign-going vessels' anchorage.

The anchorage for foreign-going vessels shall be to the southward of the south-western corner of the Man-of-war Anchorage (shewn on Admiralty Chart by pecked lines) and to the eastward of a line drawn from this point to the White Buoy known as the northern White Boundary Buoy and thence in a direction 180° (south true), and they shall moor so as to swing clear of these lines at all states of the tide.

4. Home-trade and local-trade vessels' anchorage.

(1) Home-trade and local-trade vessels of less than 250 feet in length shall anchor within an area bounded as follows:

- (a) South of a line drawn between the White Boundary Buoy in position Fort Cornwallis Flagstaff bearing 339° x 4.1 cables and the North Eastern extremity of Church Street Pier (marked by a Fixed Green Light). *[Ins. L.N. 332/59]*
- (b) Westward of an imaginary line drawn in a 192° direction from the White Boundary Buoy towards a conical Black Buoy marked "FERRY" (flash every 2 secs.) in position Fort Cornwallis Flagstaff bearing 352° x 6.3 cables.
- (c) Northward of the 140° Transit Beacons marking the northern limit of the Restricted entry channel to the inner harbour Penang. Vessels shall moor so as to swing clear of these lines at all states of the tide.

* As amended by Am. L.N. 261/55, 217/58, 332/59, 370/61, and P.U. (A) 286/69.

(2) Small vessels shall also be allowed to anchor close inshore, northward of Fort Cornwallis, and westward of Kedah (Fort) Jetty.

5. Clear hawse.

All vessels anchoring in the Foreign-Going Vessels' Anchorage, and in the Home-Trade and Local-Trade Vessels' Anchorage, shall moor and keep a clear hawse.

6. Native sailing vessels' anchorage.

[*Ins. L.N.*
332/59] (1) The anchorage for junks and other craft engaged in short coastal voyages shall be to the westward of a line drawn through the White Boundary Buoy, the conical Black Ferry Buoy (Flash every 2 secs.) and ASTON BEACON (Flash Red 3 secs.), and southward of the mooring trot established to mark the southern limits of the Restricted entry channel, aligned south of the southern transit beacons to this channel.

(2) Such craft shall not anchor elsewhere in the harbour except temporarily for purposes of navigation or through stress of weather or circumstances.

7. Quarantine anchorage.

[*Am. L.N.*
217/58] The quarantine anchorage shall be an area situated on the eastern side of Middle Bank to the westward of a line joining Swettenham Wharf and Peal Beacon and with the south chimney of the Straits Trading Company's smelting works at Bagan Luar between the bearings of 060° and 075°.

8. Dangerous petroleum anchorage.

[*Am. L.N.*
261/55;
217/58] (1) The anchorage for vessels other than junks, tongkangs and similar craft, loading or loaded with dangerous petroleum shall be that indicated on the Admiralty Chart of Penang Harbour, with Fort Cornwallis flag-staff between the bearings of 270° and 253° the western boundary of which shall be the meridian of 100° 21' 40" East. Such vessels shall lie to single anchor and shall comply with any restrictions or conditions that may be imposed by the Port Officer. They shall not anchor or berth elsewhere within port limits except with the permission in writing of the Port Officer.

(2) The anchorage for junks, tongkangs and similar craft carrying dangerous petroleum shall be to the westward of Middle Bank and southward of the line of the Municipal Sewage works extended to Middle Bank, and northward of a line drawn in a direction 090° from Bukit Dambar boulder.

9. Explosives anchorage.

[*Am. L.N.*
217/58] The anchorage for vessels loading or loaded with explosives shall be an area situated on the eastern side of Middle Bank to the westward of the meridian of 100° 21' E and with the south chimney of the Straits Trading Company's smelting works at Bagan Luar between the bearings of 085° and 100°. Such vessels shall lie to single anchor and shall comply with any restrictions or conditions that may be imposed by the Port Officer and shall not anchor or berth elsewhere within Port Limits except with the permission of the Port Officer.

10. Inner harbour.

The Inner Harbour shall consist of that portion of the harbour contained within a line drawn from the south end of Swettenham Wharf to the White Boundary Buoy, thence along a line due south to its junction with a line running due east from the mouth of Sungei Pinang, thence due west to the mouth of Sungei Pinang, thence northward along the shore of Penang Island to the southern end of Swettenham Wharf.

11. Prohibited anchorage.

No vessel shall anchor—

- (a) within the area bounded by the following imaginary lines:

a line drawn due west through the northern Harbour-mark situated southward of Ban Tek Bee Copra Works (Province Wellesley), until it meets a line drawn 007° from Fort Cornwallis flag-staff: thence 007° from Fort Cornwallis flag-staff until it meets a line 120° from Pulo Tikus lighthouse: this shall be the northern boundary of the Northern Prohibited Anchorage;

the southern boundary shall be a line drawn due west from the Bagan Jermal transit marks (Province Wellesley) to the Telegraph Buoy; thence in a straight line 196° to the shore of Penang Island; or

- (b) within the area bounded by a straight line joining the south-east and south-west harbour-marks respectively situated to the northward of the Juru River (Province Wellesley) and at the mouth of the Sungei Glugor (Penang); and by a straight line drawn parallel to and at a distance 2,460 feet due north of the aforementioned line which shall pass through the transit marks situated on the shores of Penang Island and Province Wellesley; or
- (c) within 10 fathoms of a line drawn between the centre of the notice boards guarding the syphon which crosses the Prai River at the Jalan Bahru Ferry (shewn on Admiralty Chart No. 3732 by the pecked line and word "Syphon"); or
- (d) within 10 fathoms of a line drawn between the centre of the notice boards guarding the telegraph and telephone cables which cross the Prai River just below the Straits Steamship Dockyard (shewn on Admiralty Chart No. 3732 by undulating line and word "Cable"); or
- (e) within 10 fathoms of a line drawn between the centre of the notice boards guarding the syphon which crosses the Prai River above the Straits Steamship Dockyard (shewn on Admiralty Chart No. 3732 by pecked line and word "Syphon"); or
- (f) within the Ferry Terminal Restricted Entry Area, Penang; or
- (g) within the Ferry Terminal Restricted Ferry Area, Butterworth; or
- (h) within the area bounded by Pulau Jerejak and Penang Island and the Latitudes $5^{\circ} 19' 14''$ N. and $5^{\circ} 20' 15''$ N.; or

[Ins. L.N.
332/59]

[Ins. L.N.
370/61]

- (i) within the area bounded by the following imaginary lines—

Northern Boundary — a line drawn from a position on Penang Island in Lat. $05^{\circ} 23' 03''$ N. Long. $100^{\circ} 19' 00''$ E in a 099° direction, through transit marks, for a distance of 2.55 miles to position Lat. $05^{\circ} 22' 41''$ N. Long. $100^{\circ} 21' 33''$ E, thence in a 174° direction for a distance of 0.78 miles to position Lat. $05^{\circ} 21' 54''$ N. Long. $100^{\circ} 21' 38''$ E, thence in a 090° direction, through transit marks, to the Prai shore.

[Ins. P.U. (A)
286/69]

Southern Boundary — A line drawn from a position on Penang Island in Lat. $05^{\circ} 22' 40''$ N. Long. $100^{\circ} 18' 57''$ E in a 099° direction, through transit marks, for a distance of 2.25 miles to position Lat. $05^{\circ} 22' 20''$ N., Long. $100^{\circ} 21' 10''$ E., thence in a 174° direction, for a distance of 0.82 miles to position Lat. $05^{\circ} 21' 32''$ N., Long. $100^{\circ} 21' 16''$ E., thence in a 090° direction, through transit marks, to the Prai shore.

- (j) Northern Boundary — a line drawn across the river banks parallel to and distant 200 feet from a line drawn in a 299° direction through the centre line of the Railway Swing Bridge over the River Prai in Lat. $05^{\circ} 23' 18''$ N., Long. $100^{\circ} 22' 36''$ E.

Southern Boundary — a similar line drawn 200 feet to the south of the bridge.

12. Restricted areas.

- (1) The following areas are reserved for the movement of double ended ferries navigating across the tidal stream in berthing and unberthing at the Penang Island and Butterworth Ferry Terminals:

[Subs. L.N.
332/59]

- (a) *Restricted Entry Channel — Inner Harbour — Penang* — Vessels navigating in the Inner Harbour shall avoid entering an area bounded 160 feet on either side of a line extending 1,200 feet in a seaward direction bearing 140° from the Centre and Eastern extremity of Penang Ferry Terminal Mooring Jetty in position Lat. $5^{\circ} 24' 54''$ North, Long. $100^{\circ} 20' 40''$ East. The limits of this area are marked—

- (i) by two sets of 140° Transit beacons situated respectively 160 feet North and 160 feet South of the centre line of the restricted area.

- (ii) by a Conical Light Buoy, marked "FERRY" (Flash every 2 secs.) stationed in position Fort Cornwallis Flagstaff bearing 352° x 6.3 cables and marking the Northern seaward limits of the restricted area.

- (b) Home-trade and local-trade vessels proceedings to a mooring in the Home-trade and local-trade vessel's anchorage on the flood tide may enter the restricted area in daylight and shall hoist the International Code Signal SZ to indicate their intention.

- (2) *Restricted Entry Channel — Butterworth* — Vessels shall avoid entering an area bounded within a radius of 600 feet from the centre and

[Ins. L.N.
332/59]

western extremity of the Ferry Terminal Mooring Jetty situated at Butterworth. Vessels proceeding to a berth alongside the Standard Oil Company Pier on the flood tide may enter the restricted area in daylight, and shall hoist the International Code Signal SZ to indicate their intention.

Ferries using these terminals are navigable from either end and departure from the terminals will be rapid and direct.

(3) Vessels using the Western Channel, that is to say the stretch of water between Middle Bank and the Island of Penang, shall keep well clear of seaplanes using this area and when seaplanes are alighting or taking off all craft shall keep well inshore leaving the mid-channel clear.

(4) Free passage shall be kept to all piers, jetties, wharves, landing-places, docks, rivers and moorings, and all vessels and rafts shall move without delay when so directed by the Port Officer, or by any police officer. A clear space of 20 fathoms shall be preserved in front of and around all landing-places (except those situated on the bank of a river) and a clear space of 50 fathoms seaward of the Railway and Church Street Ghaut Jetties.

13. Landing-places.

(1) No passenger shall land, and no person in charge of any launch, boat or sampan, shall set down any passenger, or the baggage of any passenger or other person, on the coasts of the Island of Penang or Province Wellesley between the following limits:

- (a) a line drawn from Tanjong Tokong Police Station to the harbour-mark at Bagan Jermal in Province Wellesley;
- (b) a line drawn from the southernmost harbour-mark on Penang Island to the southernmost harbour-mark on the Province Wellesley shore,

except at the following places on Penang Island—

- (i) Kedah (Fort) Jetty,
- (ii) Penang Ferry Terminal,
- (iii) Church Street Ghaut Pier,
- (iv) Acheen Street Ghaut Jetty,
- (v) Swettenham Wharf,
- (vi) Malayan Railway Jetty;

and at the following places in Province Wellesley—

- (i) Jalan Bahru Ferry (Prai River),
- (ii) Straits Trading Company's Wharf, Butterworth,
- (iii) Shell Petroleum Company's Wharf, Butterworth,
- (iv) Standard Oil Company's Wharf, Butterworth,
- (v) Mitchell Pier,
- (vi) Prai Wharves,

- (vii) Malayan Railway Station Pier, Prai,
- (viii) Straits Steamship Dockyard, Sungei Nyok,
- (ix) Butterworth Ferry Terminal.

(2) For the purpose of this Rule, the expression "passenger" shall include every person conveyed or being conveyed to the shore in any launch, boat or sampan (not being the master or a member of the crew thereof) from on board any vessel within or without the limits of the port, except from on board vessels lying in the Sungei Pinang or in the Prai River above the Jalan Bahru ferry.

14. Revocation.

The Penang Port Rules, 1929, are hereby revoked.

Made this 16th day of June, 1953.

RAJA AYOUN,
Clerk of Council