

411

REGULATIONS

OF THE

PORT OF LISBON.

PORT OF LISBON

N^o. 8



EM INGLEZ.



LISBOA:

TYPOGRAFIA DE FRANCISCO XAVIER DE SOUZA

Rua da Condeça N.º 19.

1846.

258

REGULATIONS

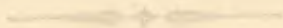
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Nos de Junho de 1811

1811



REGULATIONS

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PORT OF LISBON.



1.^o **T**he controul of the Port of Lisbon commences at Paço d'Arcos, and it being there that the authorities of the Custom House, the Health office, & the Police cause their orders to be executed; all Ships & other vessels coming over the Bar are to lay to, at that point, that they may there be registered and receive on board a Custom House officer.

2. This officer (Aspirante) shall as soon as he has boarded a Vessel, hoist his distinctive flag at the mainmast to show that she is then subject to the controul of the Custom House & that all ingress or egress from said Vessel is from that moment prohibited to all and every individual under any pretext whatsoever.

3. After the vessel shall have been visited at Paço d'Arcos by the Health officers and the Police, the Captain or master is to proceed immediately on to Lisbon. Should there be any impediment on the part of the Health office the Aspirante will execute such orders as may be given to him, as to her place of Anchorage.

4. Every Captain of a merchant Vessel is bound to bring with him two manifests of the same tenor, signed by himself, & certified by the Portuguese Consul at the Port of

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departure, or where no consul exists, by the local authority; these manifests must contain the name and Tonnage of the Vessel, the nation to which she belongs, her Port of loading; names of the shippers & of those to whom the goods are consigned, & specifying minutely the description & quantity of the goods & Packages & in the margin their marks & numbers.

5. As soon as the Custom' House Authorities shall have come on board & that the Captain shall have been furnished with a Copy of these instructions; he is to deliver over to them one of the said manifests with all other papers appertaining to the Cargo on board, also a sworn declaration which is to specify the number & individual names of his Crew and Passengers with an exact account of the number of Packages forming the Bagage of each, as also an account of the Provisions & Stores on board—the Aspirante will then admonish the Captain that he may avail himself of that opportunity to add thereto any thing that may have been omitted in the manifest giving the description, marks & numbers of such Packages or goods—also to give a statement of any goods he may have sold at Sea, or thrown overboard, and any thing found on board, beyond these declarations, will be seized. Within Twenty four hours precise after being at Anchor the Captain is to present the other Copy of the manifest at the Custom House & will there have to sign his entry.

6. The Aspirante will demand from the Captain all letters he may have in his possession admonishing him that should he retain any & they afterwards be found in his possession he will have to pay a fine equal to nine times the postage.

7. As soon as these previous declaration shall have been made, or sooner if possible, all the Bagage belonging to the Passengers shall be taken to the Custom House, to effect which, the Administrator will provide the necessary means & also appoint officers for daily examination at those hours of the day when the Custom House is cleared.

8. If the Captain should not present his manifests within the given time, if the necessary requisites be found wanting, if they do not agree one with the other & if he do not present himself at the Custom House to make entry within the

first Twenty fours hours, he shall have to pay double Port Charges. Further, if he shall have omitted goods in his manifest or that they be of a different description to that declared in the manifests, the Captain shall have to pay a Sum equal to the value of the goods omitted if such goods are of prohibited consumption here—but being admissible goods a fine equal to double the amount of the Duties & Custom House charges & imposts—These fines to be paid immediately & may be recovered by execution against the Ship & freight.

9. If the Captain brings no manifest, he will, (having made the declarations required above, together with the additions pointed out) be allowed to unload, but he will have to pay a fine of two per cent on the value of what he brings recoverable by Execution against the Ship & Freight.

10. The Captain or master of any Vessel is to bring her to an anchor, whether for Loading, unloading or Franquia, within the Quadrangle formed in front of the Custom House & at the Spot pointed out by the Aspirante he may have on board or by the Guarda Mór who has the controul over the Anchorage ground.

11. Any Captain whether Portuguese or Foreigner who shall not anchor & remain at the spot allotted for him shall be fined a Sum equal to one half of his Port Charges for every offence.

12. Should this however happen by stress of weather or by the Vessel dragging, then she must take up her former position as soon after as possible & shall only incur the fine mentioned in the preceeding article when admonished of her duty she fails to obey.

13. Vessels loading or unloading are to have a flag hoisted at the fore Top to indicate that nobody can go on board without leave of the Guarda Mór or his deputy—any Vessel failing in this during the period of her loading or unloading to be fined a Sum equal to one third of her Port Charges.

14. All Vessels unloading will be kept apart from Vessels loading goods for exportation — their respective places will be pointed out to them.

15. All Captains of Vessels in the Anchorage ground, & even all other persons on board to obey any orders they may receive from the « Round » or look out guards, with the right of subsequent appeal, & whosoever offers any resistan-

de facto or by violence will be punished as infractors of the Laws, & of the orders established.

16. The entry having been made at the Custom House, the Guarda Mór & his officers shall visit the Ship in their usual way, examining into the provisions & Stores, & warehousing within the Custom House such quantities as may exceed the wants of the Crew as also any parcels of small nature there may appear.

17. Captains or masters of Vessels when they come on Shore or go on board, or who may wish to visit other Vessels not under the Custom House inspection, cannot do so without first presenting themselves to the Custom House Boat nearest to them, that they may be inspected, when the necessary leave will be given them — those who disobey this regulation will incur the loss of the Boat in which they are found, which will be Sold for the benefit of the Captors, who may even be the guards on board.

18. Any person wishing to go on board a Vessel loading or unloading can only do so with a permit from the Custom House subjecting himself to be searched on his return if any suspicion should arise against him.

19. All persons shewing resistance to the Custom House officers in the exercise of their duties & office will be subject to the penalties of the Law attached to those who resist the Authorities of the State.

20. Unloading, transshipping & re-exportation can only be allowed by order of the Guarda Mór of the Custom House & all Captains infringing this regulation will be fined 100,000 for each offence.

21. In the unloading of a Vessel no Custom House guard will be employed — the Captain will cause each Lighter full of goods to be accompanied by one of his Crew & presenting at the Custom House a statement containing the marks, numbers & quantity of the goods he has brought, in the Lighter, it shall be agreed at the Quay & this List will relieve the Vessel from her responsibility.

22. The Vessel having been unloaded & cleared the Guarda Mór & his officers will proceed to a strict & rigorous examination on board to effect which the Captain is bound to shew all that may be required of him and should he make any difficulties or de mour, the Lockers, Cupboard & other pla-

ces in the Vessel may be violently broken open — The Guarda Mór shall make seizure of all such articles as may have been concealed to avoid payment of Duties, which the Captain will lose & more over pay a Sum equal to double their value.

23. The Vessel once cleared and being ordered by the Guarda Mór, she shall quit the Anchorage ground of the Custom House delivering up the Flag entrusted to her & will proceed to take a new Anchorage below the Ribeira Nova (Fish market) marked by the regulations of the Port & only when a Vessel requires repair &c. she can proceed to any other place for which she must obtain permission from the Custom House who will designate the Spot.

24. The Captain or master of a Vessel whether Portuguese or Foreign cannot put up for loading without previous permission from the Custom House Board & he must sign a declaration stating the name of the Vessel & her Tonage together with the Port of her destination & that she binds herself to fulfil all the obligations imposed upon him by these regulations.

25. Any Vessel having on board goods without the usual Guia or Custom House clearance & if any are seized which have been clandestinely taken from on board, the Captain of the Vessel where-on such goods may be found or from whose Vessel they, may have been removed shall incur a penalty equal to twice the value of the goods for the payment of which the Ship is responsible.

26. Franquia (or the Freedom of the Port) is only allowed for Six days, should so many be deemed necessary by the Custom House, & only on very good grounds can an extra four days be allowed which time being expired the Vessel must either unload on Sail — during this period nobody can leave the Vessel to go on shore except the Captain.

27. These regulations shall be translated in different languages & given to all Captains of Vessels entering this Port in order that they may obey them exactly & not alledge ignorance.

SUPPLEMENT

TO

ARTICLE N.º 1.

The Police will visit the Vessel as soon as she shall have anchored where the Custom House will order her, and the outward clearance of same is at the Custom House quay.

To ARTICLE N.º 18.

Any person wishing to go on board of Vessels within the Anchorage ground, cannot do so without a permit from the Guarda Mór, or his deputy, it being understood that by no means it is allowed to enter into or go out of said Anchorage ground by night, the guard boats being authorised to seize any boat (even of Vessels in the Anchorage ground) that might try to go out, or into the same.

To ARTICLE N.º 22.

After the Vessel has delivered her cargo and demanded the Custom House visit, the Master shall order all the sails which may be below to be brought upon deck, and those which are bent to be unfurled. The Gun boats which are at the extremities of the Anchorage in which the Vessels are to anchor, have a blue triangular flag with the inscription *Al-fandega* and a Portuguese flag flying.