

## CHAPTER V.

### FORMALITIES ON IMPORTATION.

#### A.—*Waterguard Formalities.*

*Boarding.*—As already mentioned (page 17), the Commissioners of Customs and Excise have power to appoint boarding stations, or places where vessels (including yachts and fishing boats) on arrival must be brought to for boarding by the Customs officers. Information as to the position of the appointed boarding stations at any particular port can be obtained on application at the Custom House of the port. Particulars of newly appointed boarding stations are posted up for public inspection at the appropriate Custom Houses.

The law provides that if any ship on arrival at any port or place in Great Britain, Northern Ireland or the Channel Islands shall not come as quickly up to the proper place of mooring or unloading as the nature of the port or place will admit without touching at any other place, and in proceeding to such proper place shall not bring to at the station appointed by the Commissioners of Customs and Excise for the boarding of ships, or if after arrival at such place such ship shall remove therefrom except with the knowledge of the proper officer of Customs and Excise directly to some other proper place of mooring or unloading, the person having charge of such ship, whether master\* or pilot, shall be liable to a penalty.

*Health Regulations.*—Ships from abroad are, for health purposes, governed by regulations issued under the Public Health Acts by the respective Health Authorities in England and Wales, Scotland and Northern Ireland. Special regulations of the Ministry of Health, in England, are in force at Bristol, Gloucester, Harwich, Ipswich, Liverpool and Manchester. The regulations are administered by the local Sanitary Authorities, but the Customs co-operate to the extent explained in the following paragraph.

*Pratique.*—On the arrival at a boarding station of a ship from a port or place outside Great Britain, Northern Ireland, the Channel Islands, and the Isle of Man, the Customs officer on boarding duty ascertains by enquiry† from the master or surgeon—if the ship carries a surgeon—

(1) Whether the ship is an “infected” or a “suspected” ship; or

(2) Whether it has come from or has, during the voyage, called at a port infected with cholera, yellow fever or plague.

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\* The term “master” is defined by law as “the person having or taking the charge or command of any ship.”

† In the case of aircraft arriving from abroad, enquiry is made of the pilot as to the health of the crew and passengers, but “Certificates of Pratique” (see page 31) are not issued.