

## CHAPTER X.

## LIGHTERAGE.

LIGHTERAGE, or the transfer of cargo between ship and shore, or from one part of a harbour to another, with the aid of shallow draught craft, such as lighters, barges, floats, scows and punts, is a necessary feature of goods handling at ports (*a*) where there are no quays or wharves, or inadequate accommodation in this respect; (*b*) where the depth of water alongside the quays is insufficient to admit of sea-going vessels lying alongside; (*c*) where the goods-handling areas at a port are widely separated by tracts of water; (*d*) where delivery has to be made at a number of places upstream; and (*e*) for transshipment between an ocean-going vessel and a coastwise, or short distance, steamer.

It is a necessary accompaniment of port practice at undeveloped harbours, particularly in the East, where such quays as are in existence are quite unable to receive large ocean-going steamers. In certain cases, ships may have their draught reduced by lightening their cargo at the mouth of a river, or harbour, to enable them to pass over a bar, or navigate a shallow channel, and so reach the quayside where the main discharge will take place.

## IMPORTANCE OF LIGHTERAGE.

The importance of lighterage in cargo-handling operations can hardly be over-estimated. Between 80 and 90 per cent. of the goods brought into the docks of London are discharged into barges for delivery, and an equally large proportion is so dealt with from vessels which lie at wharves, or at moorings in the river. At the port of New York, 65 per cent. of all freight, exclusive of interchange, handled by