

breach of these Bye-laws and the officer giving such directions may at the expense of the master employ men horses and other assistance to remove the vessel of any master so refusing or neglecting and may also (in order to facilitate such removal) take out of the vessel all or any part of her cargo and land the same in such place or places as he thinks fit without any liability either to re-load or re-ship the same or to any damages. If the master does not on demand pay all the expenses occasioned by such refusal or neglect such officer may detain the vessel until payment or such expenses may be recovered in the same manner as the penalties imposed by these Bye-laws.

#### Vessels to be Lightened.

7. When in the opinion of any officer of the Board there is not sufficient depth of water ahead of any vessel to float it such officer may detain such vessel until it has been lightened to such an extent as he may consider necessary or until in his opinion there is sufficient depth of water to allow it to proceed.

#### Vessels not to be Moored to or Placed in Front of Towing Paths.

8. Except when engaged in loading or unloading for which purposes a period of forty-eight hours shall be allowed no vessel shall be moored to or placed in front of the towing path.

#### Vessels not to be Flushed out of Locks.

9. No persons shall force or attempt to force any vessel out of any lock by a flush of water from any of the upper sluices or slackers thereof or shall draw either of the upper slackers before the lower gates are closed or shall draw either of the lower slackers before the upper gates are closed.

#### Passage of Vessels through Locks.

10. The passage of vessels through the locks and upon the river shall at all times be regulated by the officers of the Board.

#### Vessels to be made Fast in Locks.

11. When any vessel enters a lock a substantial rope shall be immediately put out from such vessel and made fast on shore in order to prevent the vessel from running foul of the gates or works of the lock or other vessels in the lock.

#### Vessels not to Strike Works and to be Fastened to Dolly Heads, &c.

12. The master of a vessel shall not on entering or going out of any lock or passing through or near any other work suffer such vessel to strike against the gates or any other portion of such lock or other work and no person employed in upon or about any vessel shall wind or coil any rope chain or other fastening round or fix or fasten the same to any lock-gate post or other work except the dolly heads irons or chains placed for the purpose of bringing up and stopping vessels. If this regulation is infringed in the case of any vessel the master shall be deemed to have committed a breach of these Bye-laws and shall also be liable to make good the amount of any damage occasioned by such infringement and such damage may be recovered in the same manner as the penalties imposed by these Bye-laws.

#### Vessels to be Properly Manned.

13. No vessel shall be navigated upon the river unless there be at least one competent man constantly in charge of the same and another

competent person on the towing path to drive the towing horse or horses. The master of the vessel shall be liable for any infringement of this regulation.

#### Vessels to be Navigated with Care and Caution.

14. Every vessel shall be navigated on the river with care and caution and no vessel shall be so navigated without a sufficient crew on board capable of properly managing and controlling the movements of such vessel nor shall anyone navigate or attempt to navigate any vessel which is unfit for navigation or in danger of sinking.

#### Substantial Stop-rope to be on Board.

15. No barge shall be navigated upon the river without having on board a good substantial stop-rope not less than thirty feet in length.

#### As to Mooring of Vessels.

16. When any vessel shall be moored at any wharf or elsewhere in the river the same shall be securely moored head and stern and shall be laid as close to and along the side or front of such wharf or other mooring place as conveniently may be and shall be so moored as not to cause any obstruction to the navigation of other vessels. The master of any vessel offending against this regulation shall be deemed to have committed a breach of these Bye-laws.

#### As to Horses going out of Towing Paths and Injury to Works.

17. No master of any vessel or the driver of any horse shall permit or suffer the horse to go out of the towing path or to trespass graze or trample on land adjoining or leave any gate on the towing path open or suffer the towing line to tear away or damage any rail gate post bridge or works.

#### Towing of Barges.

18. The number of barges which may be towed at any one time by one steam or electric tug or other mechanical power on the river and the order and manner in which they shall be towed shall be regulated in accordance with directions issued by the Board from time to time.

#### Penalty for Unmooring.

19. No person shall wilfully unmoor any boat barge or other vessel or any raft or float of timber and leave the same adrift and every person committing a breach of this Bye-law shall in addition to the penalty incurred in consequence of such breach pay the expense of any damage occasioned by such unmooring or leaving adrift.

#### Anchors Lea-boards and Dinghies to be Stowed.

20. The master of every vessel shall if required cause its anchor or anchors and lea-boards and dinghy or dinghies to be properly stowed within the vessel.

#### Cargo Gear &c. not to Project beyond the Side of Vessel.

21. No master of any vessel shall place or permit to be placed any part of the lading cargo or gear of any vessel so as to project on the outside of or beyond the sides of such vessel.

#### Vessels Adrift or Improperly Moored.

22. Any officer of the Board may take in charge any vessel found adrift or improperly moored in the river and may detain the same until the sum of five shillings per day from the