

# BRITISH WATERWAYS BOARD

## BYE-LAWS

*for the regulation of the canals belonging to or under the control of the British Waterways Board (other than the canals specified in Bye-law 1) made pursuant to the powers of the British Transport Commission Act, 1954.*

*(N.B.—The sub-headings and marginal notes do not form part of these Bye-laws)*

### Application of Bye-laws

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of Bye-laws

1. These Bye-laws shall apply to every canal or inland navigation in England and Wales belonging to or under the control of the British Waterways Board except the following canals:—

- (a) The Lee and Stort Navigation
- (b) the Gloucester and Sharpness Canal
- (c) the River Severn Navigation

which are more particularly defined in the Schedule hereto. Provided that where the provisions of any of these Bye-laws are limited by such Bye-law to any particular canal or locality then such Bye-law shall apply only to such canal or locality to which it is so limited.

These Bye-laws shall come into operation at the expiration of twenty-eight days after their confirmation by the Minister of Transport as from which date all existing Bye-laws applicable to the canals and inland navigations to which these Bye-laws apply (other than those made under the Explosives Act, 1875, and the Petroleum (Consolidation) Act, 1928) shall cease to have effect, without prejudice to the validity of anything done thereunder or to any liability incurred in respect of any act or omission before the date of coming into operation of these Bye-laws.

### Interpretation

Definition  
of Terms

2. In these Bye-laws, except so far as the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say—

“authorised officer” means any officer, employee or agent of the Board acting in the execution of his duty upon or in connection with the canals.

“the Board” means the British Waterways Board.

“canal” means any canal or inland navigation belonging to or under the control of the Board and includes any works, lands or premises belonging to or under the control of the Board and held or used by them in connection with such canal or inland navigation.

“composite craft” means a series of vessels not being power driven vessels towed by a power-driven vessel and so joined as to form a unit under single control.

“day” means the period between sunrise and sunset.

"hauling vessel" means any vessel which is being hauled or towed from the towing path or which has ropes from time to time or continuously passed to the towing path to assist in the navigation of such vessel.

"horse" means any draught animal.

"inflammable spirit" includes petroleum spirit, diesel oil, paraffin and gas contained in a bottle or other receptacle.

"master" means the person having for the time being the command, charge or management of a vessel.

"narrow canal boat" means a vessel having a beam of less than seven feet six inches.

"night" means the period between sunset and sunrise.

"owner" includes (a) in relation to any vessel the master or hirer, and (b) in relation to any goods a consignor, consignee, shipper, broker or agent.

"pleasure boat" includes any yacht, launch, houseboat, randan, wherry, skiff, gig, dinghy, shallop, punt, canoe, float or other ship boat or craft (including amphibious craft) but does not include a vessel being used solely as a tug or for the carriage of goods.

"power-driven vessel" means any mechanically propelled vessel driven by machinery.

"prolonged blast" means a blast of from four to six seconds duration.

"short blast" means a blast of about one seconds duration.

"sluice" means any sluice, clough, clowe, valve, paddle, penstock or other device for controlling the passage of water through weirs, dams, lock-gates, the walls of locks, or through the banks of a canal or any works connected therewith.

"towed" includes propelled and "towing" shall be construed accordingly.

"towing path" includes any way alongside a canal provided for hauling or towing boats along the canal together with any gantries, bridges or other works thereon.

"vehicle" means anything on wheels, runners or articulated tracks.

"vessel" includes any ship, boat, barge, lighter or raft and any other description of craft whether used in navigation or not.

"visible" when applied to lights means visible on a dark night with a clear atmosphere at a distance of at least one mile.

"whistle" means any appliance capable of producing the prescribed short and prolonged blasts.

### As to Vessels to be used on Canals

3. No person shall bring use or leave in any canal any vessel which is not in every respect fit for navigation on the canal or part thereof where it is intended to be used.

Declaration as to vessel and cargo, and payment of tolls and dues

4. The person in charge of a vessel shall on each voyage give (as and when required) to the toll collector or other authorised officer a full and true declaration in writing of the name and description of the vessel, the name of the owner and of the master, particulars of the cargo (if any) with the weight thereof, the draught of the vessel, the place of loading and unloading, and of all cargo he may have delivered at any place on any canal before arriving at the toll collector's office, and of the place or places at which he intends to deliver the whole or any part of the cargo, so as to enable the tolls and dues to be correctly charged and shall pay the tolls and dues in such manner and at such places as the Board may appoint.

Marking of vessels

5. (1) Every vessel on any canal shall have exhibited on the outside thereof so as to be clearly legible at all times at a distance of twenty yards

- (i) her name and such index mark and number (if any) as the Board shall have assigned to the vessel
- (ii) her port of registration or the name of her owner, and
- (iii) (after such plates, marks, or other indications as are mentioned in paragraph (2) of this Bye-law shall have been shown on the vessel in accordance with the said paragraph) the said plates, marks or other indications.

(2) The owner of every vessel on any canal shall on receipt of reasonable notice in writing in that behalf from an authorised officer take such vessel unladen to such place on the canal as shall be indicated in the notice and there permit such vessel to be measured weighed or otherwise examined and to be affixed, inscribed or otherwise shown thereto or thereon such gauge plates, draught marks or other indications (whether newly or by way of substitution for existing indications) as the Board shall require for ascertainment of the weight of cargo from time to time carried by the vessel.

(3) The requirements of paragraph (1) (i) and (ii) and (2) of this Bye-law shall not apply to pleasure boats or any vessel of the Board.

Vessels to have fenders ready for use

6. Every vessel navigated on any canal shall have ready for immediate use proper fenders of suitable material and in good condition and the master of such vessel shall use such fenders whenever there is a risk of the vessel striking against any other vessel or against any wall, lockgate, bridge or other thing.

Stowage of equipment

7. Every vessel navigated on any canal shall have her goods and equipment stowed so that nothing except necessary fenders and spars shall project over the sides thereof whereby injury might be caused to any vessel or to any works of the Board, or to any person or persons on such vessel or works and such goods and equipment shall be secured so that no part thereof can be washed or otherwise fall into the canal. Provided that this Bye-law shall not apply to any vessel whilst engaged in maintenance works.

Fitness of Vessels

Stowage of inflammable spirit intended for use of vessel

8. The owner of any vessel navigating on any canal shall take proper steps to ensure that inflammable spirit taken on to or carried on such vessel and intended for use on the vessel shall be loaded, stowed and used in such a manner as not to be or to become a danger or a nuisance to persons or property and shall have available at all times adequate equipment and materials for fighting fire.

Vessels to have competent crew

9. Every vessel navigated on any canal shall have in attendance an adequate and competent crew.

#### Displaying of Lights and Visual Signals

Displaying of lights and visual signals

10. (1) Subject as hereinafter provided, a power-driven vessel (other than a narrow canal boat) when under way at night shall carry:—

(a) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, and in either case at a height above the hull of not less than four feet, a visible white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass ( $225^\circ$ ) so fixed as to show the light ten points ( $112\frac{1}{2}^\circ$ ) on each side of the vessel that is, from right ahead to two points ( $22\frac{1}{2}^\circ$ ) abaft the beam on either side;

and

(b) in addition to the above light, at her stern a visible white light so constructed as to show an unbroken light over an arc of the horizon of twelve points of the compass ( $135^\circ$ ) so fixed as to show the light six points ( $67\frac{1}{2}^\circ$ ) from right astern on each side of the vessel.

(2) A power-driven vessel, being a narrow canal boat, under way at night shall display in the forepart of the vessel, where it can best be seen and at a height above the deck or gunwale of not less than one foot, a visible white light.

(3) A power-driven vessel (other than a narrow canal boat) when towing another vessel at night shall display:—

(a) Two visible white lights in a vertical line one over the other, not less than three feet apart. Each of these lights shall be of the same construction and character as the visible white light prescribed in paragraph (1) (a) of this Bye-law and one of them shall be carried in the same position as that light;

and

(b) at the stern a visible white light of the same construction and character as that prescribed in paragraph (1) (b) of this Bye-law.

(4) A vessel (other than a narrow canal boat and other than a compartment boat on the Aire and Calder Navigation, the New Junction Canal, or the Sheffield and South Yorkshire Navigation) being towed at night shall display at her stern a visible white light similar in all respects to that pre-

scribed in paragraph (1) (b) of this Bye-law and, if more than one vessel is being towed, a similar white light shall be displayed at the stern of each vessel of the tow.

(5) On the Trent Navigation, the Weaver Navigation, the Aire and Calder Navigation, the New Junction Canal and the Sheffield and South Yorkshire Navigation (below Doncaster) a power-driven vessel shall in addition to the lights prescribed in paragraphs (1), (2), (3) and (4) as the case may be of this Bye-law display:—

(a) On the starboard side a visible green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass ( $112\frac{1}{2}^\circ$ ) so fixed as to show the light from right ahead to two points ( $22\frac{1}{2}^\circ$ ) abaft the beam on the starboard side.

(b) On the port side a visible red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass ( $112\frac{1}{2}^\circ$ ) so fixed as to show the light from right ahead to two points ( $22\frac{1}{2}^\circ$ ) abaft the beam on the port side.

(6) On the Aire and Calder Navigation, the New Junction Canal and the Sheffield and South Yorkshire Navigation:—

(a) (i) Where a composite craft consists of a compartment tug towing a train of compartment boats there shall be carried on the said tug three visible white lights in a vertical line one over the other not less than one foot apart, each of such lights being of the same construction and character as the visible white light prescribed in paragraph (1) (a) of this Bye-law and one of them being carried in the position therein prescribed.

(ii) Every other composite craft shall carry in the forward part of the leading vessel two visible white lights of the said construction and character placed horizontally athwartships not less than two feet above the deck and not less than two feet apart.

(b) The power-driven vessel of every composite craft shall carry on the starboard side a visible green light and on the port side a visible red light of the same construction and character as those prescribed in paragraphs (5) (a) and (5) (b) of this Bye-law.

(c) The last vessel of every composite craft shall carry at the stern a visible white light similar in every respect to the white light prescribed in paragraph (1) (b) of this Bye-law.

(7) On the Trent Navigation, the Weaver Navigation, the Aire and Calder Navigation, the New Junction Canal and the Sheffield and South Yorkshire Navigation every vessel employed to mark the position of a wreck or of any other

obstruction shall exhibit where the same may best be seen, by day a green flag and by night two visible green lights, placed horizontally not less than six feet or more than twelve feet apart, of such a character as to be capable of being seen from all directions.

- (8) On the Trent Navigation, the Weaver Navigation, the Aire and Calder Navigation, the New Junction Canal and the Sheffield and South Yorkshire Navigation every vessel aground in the fairway or mid-channel and every vessel moored at any place (including vessels comprised in a composite craft) shall by night display a visible white light of such a character as to be capable of being seen from all directions.
- (9) Any vessel passing by day or by night through a tunnel exceeding four hundred and forty yards in length shall display in the forepart of the vessel a visible white light.
- (10) A vessel while actually engaged on work of dredging, piling, diving, or other works of repair or construction on any canal shall display—
  - (a) by day, at right angles to the keel, and in a position visible to vessels approaching from any direction, on that side of the vessel on which work is proceeding or on which obstructions may be present and on which vessels must not pass, a red metal square of cruciform construction (a side of which measures not less than eighteen inches) and on that side of the vessel which is clear of obstruction and on which vessels may pass a white square similar in construction and size to the said red square and
  - (b) by night, on the Trent Navigation, the Weaver Navigation, the Aire and Calder Navigation, the New Junction Canal and Sheffield and South Yorkshire Navigation, three visible lights of such a character as to be capable of being seen from all directions of which two shall be white and one shall be red placed not less than six feet apart in the form of an equilateral triangle with its base athwartships and its apex uppermost. The uppermost of the said lights shall be white and the said red light shall be placed at the end of the base of the said triangle which is nearer to the side of the vessel on which work is proceeding or on which obstructions may be present and on which vessels must not pass.

#### Work in Progress

11. Where and so long as works in progress on or near a bank of any canal involve the projection of any works into the navigable channel:—

- (a) By day, the extremities from the bank of the projecting works shall be marked by the placing thereon of metal

squares 18 inches by 18 inches of cruciform construction painted red and notice boards with the words "CAUTION—WORK IN PROGRESS" in red letters on a white background shall be exhibited on the bank on both sides of the works at distances of both 100 yards and 200 yards therefrom.

- (b) By night, the said extremities shall be marked by the placing thereon of two red lights situated side by side about 1 foot apart.

#### Sound Signals

12. (1) Every power-driven vessel navigating on any canal shall be furnished with an efficient whistle.
- (2) When vessels are in sight of one another the master of a power-driven vessel under way in taking any of the courses hereinafter referred to in this Bye-law shall indicate that course by following signals on such whistle, namely: One short blast to mean "I am altering my course to starboard", two short blasts to mean "I am altering my course to port", three short blasts to mean "My engines are going astern", four short blasts to mean "I am about to turn or to turn round". This signal shall be followed after a short interval by one short blast if turning to starboard or two short blasts if turning to port and shall be repeated to any approaching vessel, whereupon such approaching vessel shall take action to avoid collision.
- (3) In fog, mist, falling snow, heavy rainstorm or any other conditions similarly restricting visibility whether by night or day, the following signals shall be used:—
  - (a) A power-driven vessel making way through the water shall sound, at intervals of not more than two minutes, a prolonged blast.
  - (b) A power-driven vessel under way but stopped and making no way through the water shall sound, at intervals of not more than two minutes, two prolonged blasts with an interval of about one second between them.
  - (c) A vessel when towing and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Bye-laws shall sound, at intervals of not more than one minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.
  - (d) Every vessel aground in the fairway or mid-channel shall, so long as she remains aground, signify the same by sounding five or more blasts in rapid succession at intervals of not more than one minute.

- (4) When the view of the canal ahead is obstructed by a bend in the canal and until such view is no longer obscured, a power-driven vessel making way through the water shall sound, at intervals of twenty seconds, a prolonged blast.
- (5) The Master of a power-driven vessel approaching a lock which is operated by staff provided by the Board for that purpose and requiring the lock to be opened shall sound one prolonged blast, except that on the Weaver Navigation when navigating downstream he shall sound one prolonged blast followed by one short blast.
- (6) The Master of a power-driven vessel intending to pass a moveable bridge, which is operated by staff provided by the Board or other authority, and requiring the bridge to be opened shall sound one prolonged blast, except that on the Weaver Navigation when navigating downstream he shall sound one prolonged blast followed by one short blast.

#### Mode of Navigating Vessels

Care and Consideration in Navigating

13. Every vessel navigating on any canal shall at all times be navigated with care and reasonable consideration for all persons using the canal or being on the banks thereof and in particular in such a manner as will not obstruct the passage of any other vessel using the canal or involve risk of collision or endanger the safety of other vessels or their moorings or cause damage thereto or to the banks of the canal or to any part of the Board's property.

Speed of Vessels

14. No person shall navigate a power-driven vessel on any canal at a speed over the bed of the canal greater than the following:—

- (a) On the Trent Navigation (except between Averham Weir and Newark Nether Lock and between Beeston Lock and Trent Lock, Nottingham), a speed of 6 miles per hour upstream and 8 miles per hour downstream.
- (b) On the Aire and Calder Navigation (except the Selby Canal), the New Junction Canal, the Sheffield and South Yorkshire Navigation, the Grand Union Canal (from the Junction with the River Trent at Soar Mouth to West Bridge, Leicester), the Weaver Navigation and the Witham Navigation a speed of 6 miles per hour.
- (c) On any canal or part thereof other than those to which paragraphs (a) and (b) hereof apply, a speed of 4 miles per hour.

Provided that no person shall be convicted of any offence under this Bye-law upon proof by him that the speed at which he navigated the vessel was necessary for safe navigation in conditions of flood tide or strong ebbtide or flood water.

Provided also that where and so often and for so long as the Board may in their discretion having regard to all the circumstances consider it reasonable to relax in any respect the restriction hereby

Imposed they may do so by erecting a notice in the vicinity of the canal and if the Board shall erect such a notice the said restrictions shall not apply in such respects and to such extent as may be specified in the notice.

Improper use of pole etc.

15. No person shall use any pole, boat hook or other instrument in such a manner as to cause injury to any person or damage to any property.

Passing in dangerous places

16. No vessel shall overtake or pass another vessel on any part of any canal without observing due precautions to avoid danger or risk to either vessel or the canal or to any works, person or property.

Vessels passing

17. Except as provided in Bye-law 19 where two vessels meet in any part of the canal where they cannot pass in safety the master of the vessel which is nearest to that part of the canal where the vessels can pass in safety shall navigate his vessel back to such passing place and allow the other vessel to pass:

Provided always that

- (a) a vessel which is not towing another vessel shall give way to a vessel which is towing another vessel or vessels;
- (b) vessels which are unladen shall give way to vessels which are laden;
- (c) on the Aire and Calder Navigation, the Sheffield and South Yorkshire Navigation, the Trent Navigation and the Weaver Navigation, a vessel which is proceeding against the tide or stream shall give way to a vessel which is proceeding with the tide or stream.

Course of Vessel when passing or overtaking

18. Without prejudice to the generality of Bye-law No. 16 the following Bye-law shall apply to vessels passing or overtaking other vessels on any canal:—

- (1) Except as hereinafter mentioned where two vessels proceeding in opposite directions meet the master of each vessel shall steer his vessel to its starboard side in such a manner that such vessels pass freely with the port side of each vessel nearest to the port side of the other vessel:

Provided always that

- (a) where one but not both of such vessels is a hauled vessel the masters of such vessels shall steer the vessels in such a manner that the vessels pass freely with the hauled vessel between the towing path and the other vessel;
- (b) on the Aire and Calder Navigation, the Sheffield and South Yorkshire Navigation, the Trent Navigation and the Weaver Navigation, where both of such vessels are hauled vessels such vessels shall be steered and navigated in such a manner that the vessel which is proceeding against the flow of the stream shall be between the towing path and the other vessel;

(c) on the Aire and Calder Navigation, the Sheffield and South Yorkshire Navigation, the Trent Navigation and the Weaver Navigation, where circumstances render it impracticable for vessels to pass port side to port side a power-driven vessel proceeding with the tide or stream shall have the right of way and must indicate to the other vessel by two short blasts on her whistle in ample time to prevent collision, her intention to pass starboard to starboard. The approaching vessel shall immediately reply by a similar sound signal and pass accordingly, stopping, if necessary, until the other vessel has passed clear.

(2) Except as hereinafter mentioned the master of a vessel overtaking another vessel proceeding in the same direction shall steer his vessel in such a manner that his vessel shall pass with her starboard side nearest to the vessel overtaken and the master of the vessel overtaken shall steer his vessel to her starboard side so as to permit the overtaking vessel to pass in safety on the port side of the vessel overtaken: Provided that

(a) where a vessel which is not a hauled vessel is overtaking a hauled vessel the masters of such vessels shall steer their vessels in such a manner that the vessels pass with the vessel overtaken between the towing path and the overtaking vessel and the master of the vessel overtaken shall slacken his hauling line and keep his vessel as near as possible to the towing path whilst the other vessel is passing:

(b) where a hauled vessel is overtaking another hauled vessel the master of the vessel overtaken shall slacken his hauling line and steer his vessel away from the towing path in such a manner as to permit the overtaking vessel to pass freely between the towing path and the vessel overtaken and the master of the overtaking vessel shall keep his vessel as close as possible to the towing path whilst passing the other vessel.

Navigation of Pleasure boats

19. (1) A pleasure boat when meeting, overtaking or being overtaken by a power-driven vessel other than a pleasure boat shall as far as possible keep out of the main navigable channel.
- (2) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:—
- (i) When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
- (ii) When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

For the purposes of this Bye-law the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

(3) When two pleasure boats one of which is a sailing vessel are proceeding in such directions as to involve risk of collision, the pleasure boat not being a sailing vessel shall keep out of the way of the sailing vessel.

Vessels turning or turning into canal

20. Vessels turning in or into any canal shall do so in such a manner as not to cause any obstruction or interference to any other vessel using the canal.

Vessels approaching ferry

21. Every vessel approaching any ferry shall reduce speed, and if necessary stop, and thereafter navigate so as not to obstruct or interfere with the effectual working of the ferry.

Vessels approaching works of repair, etc.

22. The master of any vessel approaching or being near any place where dredging, piling, diving or any other works of repair, maintenance or construction of any canal are in progress shall navigate his vessel at such speed and in such manner as shall not imperil the safety of any person or cause any damage or injury to any of the plant or equipment employed in such work or to any of such works or to the canal, and no person shall navigate a vessel past any vessel engaged in dredging, piling, diving or other work of repair, maintenance or construction on that side of the vessel so engaged on which is displayed by day a red square or by night a red light as prescribed in Bye-law 10(10) of these Bye-laws.

#### Locks and Bridges

Navigation of vessels at or near locks and moveable bridges

23. (1) The master of any vessel approaching, entering, passing through or by or leaving any lock or movable bridge shall cause his vessel to be navigated at such speed and controlled in such manner as not to strike, imperil, damage, obstruct or run foul of the lock or movable bridge or any part thereof or any other vessel approaching, entering, passing through or by or leaving the lock or movable bridge.

(2) At any lock or movable bridge which is operated by staff provided by the Board for that purpose the lock-keeper, bridge-tender, or other authorised officer in charge shall regulate the vessels approaching, passing through and leaving such lock or movable bridge and the masters of all vessels in the vicinity of such lock or movable bridge shall obey the directions of the said lock-keeper, bridge-tender or other authorised officer.

(3) Where a signal light is in operation to indicate when a lock or movable bridge is open for vessels to pass the master of a vessel approaching such lock or movable bridge shall not permit his vessel to proceed beyond the said signal light unless it is showing green and shall not permit his vessel so to proceed whilst such light is showing red.

- (4) In this Bye-law the expression "lock" includes any sluice or weir.
- Operation of locks 24. Any person operating a lock which is not operated by the Board's staff shall do so in accordance with the following procedure:-
- (1) The gates and the sluices astern of a vessel in such a lock shall be closed before the sluices and the gates ahead of such vessel are opened.
  - (2) When a lock which has a side pound is being filled the upper sluice of such lock shall not be opened or drawn until as much water as possible has been drawn from the side pound and the sluices thereof have been closed.
  - (3) When a lock with a side pound is being emptied the lower sluices of such lock shall not be opened or drawn until as much water as possible has been drawn into the side pound and the sluices thereof have been closed.
  - (4) Where one lock acts as a side pound to another lock every vessel passing up shall use and enter the lock with the less water in it and every vessel passing down shall use and enter the lock with the more water in it and such lock shall be operated as though the adjacent and unoccupied lock were a side pound to the lock through which the vessel is passing.

- Operation of locks 25. No person shall:
- (a) Open or close or attempt to open or close the gate of any lock except by the means provided for that purpose or before the water is level on both sides of the gate.
  - (b) Draw or operate any sluices until the lock-gates are closed.
  - (c) Operate or leave open any sluice so as to waste water.
  - (d) Operate any sluice otherwise than by means of the handle or other device normally used for that purpose.
  - (e) Fill or empty any lock of water for the admission of any vessel to the lock when there is another vessel approaching the lock from the opposite direction and within two hundred yards thereof and the level of the water in the lock is suitable for such approaching vessel to enter the lock.
  - (f) Cause or allow any vessel to remain in a lock longer than is necessary for the convenient passage thereof.

Vessels passing under bridges 26. The master of any vessel intending to navigate the vessel under any bridge shall take all steps necessary to ensure that his vessel can pass such bridge without touching or damaging the same.

As to closing and opening of protection gates at moveable bridges 27. (1) The master of every vessel intending to pass any movable bridge which is not operated by staff provided by the Board for that purpose shall close or cause to be closed any protection gate or other barrier provided for the safety

of users of the roadway before the bridge is moved from the closed position and shall unless there is another vessel within two hundred yards of such bridge and intending to pass the same close or cause to be closed the bridge immediately his vessel has passed the same and open or cause to be opened such protection gate or other barrier immediately the bridge is closed.

Persons, animals, vehicles, etc. on moveable bridges

- (2) Any person being on a movable bridge and any person in charge of any animal, vehicle or thing on any movable bridge shall leave such bridge and remove such animal, vehicle or thing from such bridge immediately on being warned that the bridge is about to be opened. No person shall go upon or permit any animal, vehicle or thing under his control to go upon a movable bridge or shall attempt to go upon or to drive any animal, vehicle or thing on to a movable bridge after receiving warning that the bridge is about to be opened until the bridge has been closed after such opening and no person shall pass or attempt to pass any protection gate or other barrier provided for the safety of users of the roadway until such gate or other barrier is fully opened so as to permit the passage of road traffic:

Provided that for the purpose of this Bye-law a movable bridge shall be deemed to be closed only when it is secured in position to allow persons and traffic to pass in safety over the canal by means of the bridge.

#### Mooring of Vessels

Vessels to be properly moored

28. Any vessel (other than a dredger or other vessel engaged in works of maintenance of the canal) moored at any wharf or elsewhere in any canal shall be securely moored head and stern with good and sufficient ropes or other efficient apparatus 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 moored in such a manner and in such a position as not to cause any obstruction to the navigation of other vessels.

Mooring to lock-gates etc.

29. No mooring rope shall be affixed to any sluice lockgate, bridge, or other work of the Board not provided for the purpose of mooring.

Use of vessels as clubs, house-boats, etc.

30. No vessel on any canal shall without the permission of the Board be used as a club, shop, store, workshop, dwelling or house-boat.

#### Towing Paths

Improper user of towing paths

31. (1) No person, unless authorised by the Board or otherwise legally entitled so to do shall:
  - (a) Ride or drive any animal or vehicle over any towing path.
  - (b) Obstruct any towing path or interfere with the authorised use thereof.

(c) Leave open any gate or rail used as a fence or part of a fence alongside across or on any way leading to a towing path.

(2) No person shall wilfully, wantonly or maliciously damage or otherwise interfere with any hedge, post, rail, wall or other fencing the property of the Board alongside a towing path or on any way leading to a towing path.

Use of towing path so as to obstruct towing or navigation

32. No person using the towing path on any canal shall obstruct, interfere with or hinder the towing or navigation of any vessel on the canal and such person shall permit any person engaged in towing or navigating any vessel and any horse or vehicle used for such purpose to pass on the side of the towing path nearer to the canal.

Horse or vehicle to have competent driver

33. No person shall permit any horse or any vehicle used for towing vessels to be used upon the towing path unless such horse or vehicle is accompanied by and under the control of a competent driver.

Approval of towing vehicles by Board

34. No person shall place or use upon the towing path any vehicle intended for use in towing vessels unless such vehicle has been approved by the Board for use on the towing path.

#### Wharves and Warehouses

Mode of loading or unloading

35. No person shall:

(a) Load or unload or permit to be loaded or unloaded any goods to or from any vessel without taking proper and effective precautions to prevent any portion of such goods from falling into any canal.

(b) Bring on to any canal or deposit on or in any wharf or warehouse or any part of the Board's property other than stores or other places set aside for the purpose of storing such material any explosive or dangerous material unless such material is carried as cargo or is intended to be carried as cargo or is required for use on any vessel or other machine which is properly brought on to any canal or the Board's property.

#### General

Vessel running aground or sinking

36. No person shall wilfully or negligently suffer any vessel to run aground or sink in any canal. The master of any vessel running aground or sinking in any canal shall forthwith inform the Board of the said running aground or sinking and of any danger to navigation caused thereby and shall also forthwith inform the masters of any vessels navigating at any time in the vicinity of such running aground or sinking.

Moorings not to be cut, etc.

37. No person shall turn any vessel adrift upon any canal or shall unnecessarily cast off, cut loose, or interfere with any mooring or rope or fastening of any vessel.

Turning of propellers of moored vessels

38. No person shall unless so authorised by the Board turn or cause to be turned the propeller or propellers of any vessel while such vessel is moored alongside any wharf, wall, bank or other work of the Board except as may be necessary for the proper navigation of the vessel.

Nuisance

39. No person shall commit any nuisance in or on any canal.

Throwing of rubbish etc. into canal

40. No person shall throw or discharge into or on to any canal any animal (whether alive or dead) or any rubbish, stones or other material of any kind whatsoever or deposit such materials so as to be washed or carried into any canal by floods or other means, or in any wise cause obstruction in any canal.

Prohibition of bathing, taking water etc.

41. No person unless authorised by the Board in that behalf or otherwise legally entitled so to do shall:

(a) Bathe in any canal.

(b) Take any water from any canal (being an inland water to which section 131 of the Water Resources Act, 1963, for the time being applies).

(c) Connect any pipe, culvert or drain to any canal or permit any pipe, culvert or drain to discharge on to any property of the Board.

(d) Dredge or remove coal or other material from any canal.

Prohibition of Washing Animals, etc.

42. No person shall wash any animal, vehicle or any other thing in any canal.

Obstruction of Board's servants, offensive language, etc.

43. (1) No person shall assault, resist, obstruct or impede any officer or servant of the Board in the execution of his duties or disobey his lawful orders.

(2) No person shall use scurrilous, abusive, offensive or threatening language on or near any canal.

Intoxicated persons

44. No person shall navigate any vessel on any canal or take any part in the navigation, mooring or handling of any vessel on the canal whilst under the influence of drink to such an extent as to be incapable of having proper control of the vessel.

Floating of timber etc.

45. No person shall, without the Board's consent, float timber or any other material on any canal or on any part thereof.

Throwing stones etc.

46. No person shall throw, shoot or otherwise propel any stone, shot, bullet or other missile from, into or over any vessel or canal.

Billposting etc.

47. No person shall, without the Board's consent, affix or exhibit any notice, sign or advertisement on or in any canal.

Damage to property

48. No person shall wilfully, wantonly or maliciously deface or destroy any notice on or in any part of any canal or break, injure, deface, mark or otherwise damage or destroy any building, bridge, lock, gate, railing, fence, hedge or other property of the Board, on or in any canal.



**Obstructions to navigation** 49. No person shall unless authorised by the Board in that behalf or otherwise legally entitled so to do execute any works of construction maintenance or repair so as to obstruct or interfere with the navigation of any canal or otherwise than in accordance with the conditions attached by the Board to such authority if given.

**Interference with locks, bridges, vehicles, etc.** 50. No person, unless authorised by the Board so to do, shall operate or interfere with any lock, lockgate, sluice, by-pass, dam, weir, bridge or any other work connected with affecting or forming part of any canal or with any locomotive, vehicle, vessel, crane, jigger, hoist, capstan or other machinery or working appliance upon any canal or except in case of emergency with any fire fighting or life saving apparatus or any rope, tarpaulin, chain or other equipment of the Board.

**Permits** 51. No person shall deface or alter any permit issued by the Board. Any person who is on the Board's property or is performing any act under or by virtue of a permit issued by the Board shall produce such permit to any duly authorised officer of the Board whenever requested so to do.

**Responsibility for vessels using the canal** 52. The master of any vessel using any canal shall be responsible for the safety and security of the vessel and its moorings and shall be answerable to the Board for any damage done by such vessel or by any person employed about the same to the canal, vessels, goods and property of the Board in or on any part of the canal; and on the Weaver Navigation the Board may detain any such vessel until sufficient security has been given for the amount of damage done by the same and whilst the vessel is so detained the Board shall not be responsible for any loss, damage and expenses howsoever caused (whether or not by the negligence of the Board or their servants) to the vessel or the goods therein otherwise than any loss, damage, and expense proved by the owner of such vessel or goods to have been caused by the wilful misconduct of the Board or their servants.

**Smoking prohibited in parts of the canal** 53. No person shall smoke or strike a match or carry a lighted pipe, cigar, cigarette match or other naked flame upon any part of a canal where to do so may be dangerous.

- (a) If smoking or carrying as aforesaid upon such part of a canal is prohibited by the Board by a notice exhibited in a conspicuous position thereon or near thereto, or
- (b) contrary to a request by an authorised officer not to smoke or carry as aforesaid.

**Weight of vehicles using property of Board to be limited** 54. The Board may prescribe maximum gross weights for any vehicles or classes of vehicle which may be brought upon or driven over any canal or part thereof, and if and so long as a notice containing particulars of such weights is exhibited so as to be visible to persons entering upon such canal or part thereof (not being any bridge carrying a highway consisting of or comprising a carriageway or made and used in pursuance of any statute for the accommodation of the owners and occupiers of any lands or in pursuance of any

agreement for the time being in force) no person shall bring or drive thereon any vehicle having a gross weight exceeding the maximum weight so prescribed for such vehicle.

**Parking of vehicles** 55. No person shall leave or place upon any canal any vehicle

- (i) so as to cause an obstruction or hindrance to the Board or any person using the canal; or
- (ii) otherwise than in accordance with any reasonable direction of an authorised officer; or
- (iii) at a place where the leaving of vehicles is by a conspicuous notice erected thereat expressly prohibited; or
- (iv) (except at a car park or other place expressly authorised by the Board) (a) for a period longer than necessary for such person to transact any lawful business upon the canal at or near the place where the vehicle is left or (b) unattended.

**Getting over walls or fences** 56. No person unless legally entitled so to do shall get over any wall or over or through any hedge or fence belonging to the Board on or upon any canal.

#### Penalties

**Penalties** 57. Any person who offends against any of the foregoing Bye-laws shall be liable on summary conviction to a penalty not exceeding FIVE POUNDS for each offence and in the case of a continuing offence a further penalty not exceeding FORTY SHILLINGS for each day on which the offence is continued after conviction thereof. For the purposes of this Bye-law a person shall offend against any Bye-law if he

- (a) does or fails to do, or
- (b) causes or permits to be done or left undone

anything the doing of which is prohibited or required respectively by such Bye-law.

The application hereto of  
THE COMMON SEAL of the  
BRITISH WATERWAYS BOARD is authenticated by  
Member John Hawton  
Secretary J. Backhouse

on the twenty-fourth day of February one thousand nine hundred and sixty five.

The Minister of Transport hereby confirms the foregoing Bye-laws as modified by him. Signed by authority of the Minister of Transport this fifteenth day of November, one thousand nine hundred and sixty five.

A. H. M. IRWIN  
An Assistant Secretary  
of the Ministry of Transport

## SCHEDULE REFERRED TO IN BYE-LAW I

THE LEE AND STORT NAVIGATIONS means the Limehouse Cut, the Waterworks River, the City Mill River, the Three Mills Wall River, the Bow Back River, the portion of the Old River Lee from Carpenters Road Bridge to its junction with the Lee Navigation below Old Ford Locks, and the Pudding Mill River (including any Rivers widened, diverted, altered or constructed under the River Lee (Flood Relief, etc.) Act, 1930) and all parts of the Lee Navigation above Bow Locks (including those locks) and also all parts of the Stort Navigation.

Abbey Creek.

Bow Creek from the South Boundary Stones mentioned in Section 3 of the Lee Conservancy Act, 1868, to its junction with the Channelsea River (but not including Bow Locks) and Channelsea River.

THE GLOUCESTER AND SHARPNESS CANAL means the canal forming the entrance to Sharpness Docks from the River Severn estuary to the junction with the River Severn Navigation at Gloucester and being the canal defined in Section 5 of the Gloucester and Berkeley Canal Act, 1870.

THE RIVER SEVERN NAVIGATION means the Eastern Channel of the River Severn from the Lower Parting to the Upper Parting, both in the County of Gloucester, and the Western Channel of the River Severn near Gloucester, from the site of the Entrance Lock of the Herefordshire and Gloucestershire Canal to the Upper Parting aforesaid and the said River from the Upper Parting aforesaid to Gladder or Whitehouse Brook in the County of Worcester.

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By virtue of Section 16(15) of the British Transport Commission Act, 1954, none of these Bye-laws is to interfere with the operation of any bye-law made under Section 47 of the Land Drainage Act, 1930, for securing the efficient working of the drainage system in any canal or part of a canal which is treated as main river of a river authority. Accordingly compliance with bye-laws under Section 47 of that Act is also required.

In addition, by virtue of Section 16(16) of the Act of 1954 none of these Byelaws is to interfere with any of the powers of river authorities under the enactments relating to the prevention of pollution contained in the Rivers (Prevention of Pollution) Acts, 1951 to 1961.

# BRITISH WATERWAYS BOARD

## BYE-LAWS

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*for the amendment of Bye-laws made by the British Waterways Board and dated the 24th day of February, 1965, and for the repeal of the existing Bye-laws known as The River Lee General Bye-laws.*

1966

## **BRITISH WATERWAYS BOARD**

### **BYE-LAWS**

*for the amendment of Bye-laws made by the British Waterways Board and dated the 24th day of February, 1965, and for the repeal of the existing Bye-laws known as The River Lee General Bye-laws.*

#### **Amendment of application of Bye-laws**

1. Bye-law I of the Bye-laws for the regulation of the canals belonging to or under the control of the British Waterways Board (except as in Bye-law I thereof specified) made pursuant to the powers of the British Transport Commission Act, 1954, and dated the 24th day of February, 1965, (hereinafter called "the Board's General Byelaws") is hereby amended so that the Board's General Bye-laws shall apply to the Lee and Stort Navigation as more particularly defined in the Schedule to the Board's General Bye-laws.

2. The River Lee General Bye-laws dated the 21st day of December, 1908, are hereby repealed as from the date of coming into operation of these Bye-laws without prejudice to the validity of anything done thereunder or to any liability incurred in respect of any act or omission before the date of such repeal.

#### **Commencement**

3. These Bye-laws shall come into operation at the expiration of twenty-eight days after the date of their confirmation by the Minister of Transport.

The application hereto of  
THE COMMON SEAL of the  
BRITISH WATERWAYS BOARD is authenticated by

John Hawton    Member  
J. Backhouse    Secretary

on the eighteenth day of November one thousand nine hundred and sixty six

The Minister of Transport hereby confirms the foregoing Bye-laws.

Signed by authority of the Minister of Transport this seventeenth day of March one thousand nine hundred and sixty seven.

A. H. M. Irwin,  
An Assistant Secretary of the  
Ministry of Transport

By virtue of section 16 of the British Transport Commission Act, 1954—

- (a) Nothing in these Bye-laws is to revoke repeal or vary any of the enactments set forth in the Schedule to the Lee Conservancy Catchment Board (Additional Functions) Regulations 1947 in so far as those enactments relate to functions exercisable by the Lee Conservancy Catchment Board or any Bye-law made or enforceable by the said Board.
- (b) None of these Bye-laws is to interfere with the operation of Bye-laws made by the said Board under section 47 of the Land Drainage Act, 1930.
- (c) None of these Bye-laws is to interfere with any of the powers or obligations of the said Board under the provisions of the Rivers (Prevention of Pollution) Act, 1951 or any other enactment relating to the prevention of pollution enforceable by the said Board or any Bye-law made under either the said Act of 1951 or any such other enactment.

BRITISH WATERWAYS BOARD

BYE-LAWS

*for  
prohibiting or controlling water-skiing  
and for  
increasing penalties under the General Canal Bye-laws  
and under the Bye-laws for the regulation of the  
Gloucester and Sharpness Canal and  
River Severn Navigation*

1972

# BRITISH WATERWAYS BOARD

## BYE-LAWS

*for prohibiting or controlling water-skiing or any similar activity on canals belonging to or under the control of the British Waterways Board and for the increase in penalties for breach of bye-laws made pursuant to the powers of the British Transport Commission Act 1954 (as amended by the British Waterways Act 1971)*

### Application of Bye-laws

Application of Bye-laws

1. These Bye-laws shall apply to every canal or inland navigation in England and Wales belonging to or under the control of the British Waterways Board

These Bye-laws shall come into operation at the expiration of twenty-eight days after their confirmation by the Secretary of State

### Interpretation

Definition of Terms

2. In these Bye-laws except so far as the context otherwise requires the following expressions have the meanings hereby respectively assigned to them that is to say -

"the Board" means the British Waterways Board

"canal" means any canal or inland navigation belonging to or under the control of the Board and includes any works lands or premises belonging to or under the control of the Board and held or used by them in connection with such canal or inland navigation

"power-driven vessel" means any mechanically propelled vessel driven by machinery

"vessel" includes any ship boat barge lighter raft or scooter ski

"water-skiing" means the activity involving the propulsion or towing of a person in or along the surface of the water of a canal by means of a power driven vessel or other mechanical device attached to or controlled by such person not being in or on a vessel

### Water-skiing

Water-skiing only with consent

3. No person shall carry on water-skiing on any canal without the consent of the Board which consent may be subject to conditions

## Penalties

Penalties

4. Any person who offends against the foregoing or any of the Board's General Canal Bye-laws or any of the bye-laws for the regulation of the Gloucester and Sharpness Canal and River Severn Navigation shall be liable on summary conviction to a penalty not exceeding twenty-five pounds for each offence and in any bye-law prescribing penalties the words "twenty-five" shall be substituted for the word "five"

The application hereto of the Common Seal of the BRITISH WATERWAYS BOARD is authenticated by

T.T. LUCKCUCK,

Secretary

on the 4th day of February 1972.

Confirmed by the Secretary of State for the Environment on the 23rd day of May 1972.

R. H. LAWRENCE,

*An Assistant Secretary in the Department of the Environment.*

BRITISH WATERWAYS BOARD

BYE-LAWS

*for regulating the use of pleasure boats  
and commercial vessels on canals belonging  
to or under the control of the  
British Waterways Board*

1975

# BRITISH WATERWAYS BOARD

## BYE-LAWS

*for regulating the use of pleasure boats and commercial vessels on canals belonging to or under the control of the British Waterways Board made pursuant to the powers of the British Transport Commission Act 1954 (as amended by the British Waterways Act 1971).*

### Application of Bye-laws

Application of Bye-laws

1. These Bye-laws shall apply to every canal or inland navigation in England and Wales belonging to or under the control of the British Waterways Board.

These Bye-laws shall come into operation at the expiration of twenty-eight days after their confirmation by the Secretary of State.

### Interpretation

Definition of Terms

2. In these Bye-laws, except so far as the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say—

“the Board” means British Waterways Board.

“canal” means any canal or inland navigation belonging to or under the control of the Board and includes any works, lands or premises belonging to or under the control of the Board and held or used by them in connection with such canal or inland navigation.

“commercial vessel” means any ship, boat, barge, lighter or raft and any other description of craft used for the conveyance of goods on a canal other than a commercial waterway.

“commercial vessel licence” means a licence issued in writing by the Board to the owner of a commercial vessel enabling him to navigate such vessel on a canal other than a commercial waterway.

“commercial waterway” means a canal for the time being included in the list of commercial waterways set out in Part I of Schedule 12 of the Transport Act 1968.

“master” means the person having for the time being the command, charge or management of a pleasure boat or commercial vessel.

“owner” includes in relation to any pleasure boat or commercial vessel the master or hirer.

“pleasure boat” includes any yacht, launch, randan, wherry, tender, skiff, gig, dinghy, shallop, punt, canoe, float, or other ship, boat, vessel, or craft (including amphibious craft and hovercraft) but does not include any commercial vessel or a houseboat.

“pleasure boat licence” means a licence issued in writing by the Board to the owner of a pleasure boat enabling him to navigate such boat on a canal.

### Display of Licences

Display of Licences

3. (1) The owner of a pleasure boat or commercial vessel shall not knowingly cause or permit to be used on a canal any pleasure boat or commercial vessel in respect of which a pleasure boat licence or commercial vessel licence has been issued unless the licence for the time being in force is displayed on the pleasure boat or commercial vessel in such a manner and position as to be clearly visible from outside the pleasure boat or commercial vessel at all times.

(2) No person shall knowingly cause or permit to be concealed a pleasure boat licence or commercial vessel licence required to be displayed on a pleasure boat or commercial vessel in accordance with this Bye-law.

### Penalties

Penalties

4. Any person who contravenes any of the foregoing Bye-laws shall be liable on summary conviction to a penalty not exceeding twenty-five pounds for each offence.

The application hereto  
of the Common Seal of the  
BRITISH WATERWAYS  
BOARD is authenticated  
by

T. T. LUCKCUCK

Secretary

on the tenth day of January 1975.

Confirmed by the Secretary of State  
for the Environment,  
as modified by him,  
on the sixth day of February 1976.

R. J. GREEN

An Assistant Secretary in the  
Department of the Environment.



# BRITISH WATERWAYS BOARD

## Penalties

### Penalties

5. Any person who contravenes the foregoing or any of the Board's General Canal Bye-laws or any of the bye-laws for the regulation of the Gloucester and Sharpness Canal and River Severn Navigation and the bye-laws for prohibiting or controlling water skiing shall be liable on summary conviction to a penalty not exceeding One hundred pounds for each offence and in any bye-law prescribing penalties the words "one hundred" shall be substituted for "twenty-five".

The application hereto of  
the Common Seal of the  
BRITISH WATERWAYS  
BOARD is authenticated  
by

T. T. LUCKCUCK  
*Secretary*

on the seventeenth day of November 1976.

Confirmed by the Secretary of State  
for the Environment,  
on the fifth day of May 1977.

R. J. GREEN  
*An Assistant Secretary in the  
Department of the Environment.*

## BYE-LAWS

*for regulating the use of pleasure boats  
and commercial vessels on canals  
belonging to or under the control of  
the British Waterways Board  
and for increasing the maximum penalties  
for breaches of other bye-laws*

1976

# BRITISH WATERWAYS BOARD

## BYE-LAWS

*for regulating the use of pleasure boats and commercial vessels on canals belonging to or under the control of the British Waterways Board made pursuant to the powers of the British Transport Commission Act 1954 (as amended by the British Waterways Acts 1971 and 1975) and for increasing the maximum penalties for breaches of other bye-laws.*

### Application of Bye-laws

Application of Bye-laws

1. These Bye-laws shall apply to every canal or inland navigation in England and Wales belonging to or under the control of the British Waterways Board. These Bye-laws shall come into operation at the expiration of twenty-eight days after their confirmation by the Secretary of State and the bye-laws made by the Board on the 10th January 1975 and confirmed by the Secretary of State for the Environment on the 6th February 1976 shall from and after confirmation of these Bye-laws be and the same are hereby revoked.

### Interpretation

Definition of Terms

2. In these Bye-laws except so far as the context otherwise requires the following expressions have the meanings hereby respectively assigned to them, that is to say:

"the Board" means the British Waterways Board.

"canal" means any canal or inland navigation belonging to or under the control of the Board and includes any works, lands or premises belonging to or under the control of the Board and held or used by them in connection with such canal or inland navigation.

"commercial vessel" means any ship, boat, barge, lighter or raft and any other description of craft used for the conveyance of goods on a canal other than a commercial waterway.

"commercial vessel licence" means a licence issued by the Board to the owner of a commercial vessel enabling him to navigate such vessel on a canal other than a commercial waterway.

"commercial waterway" means a canal for the time being included in the list of commercial waterways set out in Part 1 of Schedule 12 to the Transport Act 1968.

"master" means the person having for the time being the command, charge or management of a pleasure boat or commercial vessel.

"owner" includes in relation to any pleasure boat or commercial vessel the master or hirer.

"pleasure boat" includes any yacht, launch, randan, wherry, tender, skiff, gig, dinghy, shallop, punt, canoe, float or other ship, boat, vessel or craft (including amphibious craft and hovercraft) but does not include any commercial vessel or houseboat.

"pleasure boat licence" means a licence issued by the Board to the owner of a pleasure boat enabling him to navigate such boat on a canal.

"river waterway" means any waterway for the time being specified in Schedule 1 to the British Waterways Act 1971.

### Licensing

Licensing of pleasure boats and commercial vessels

3. (1) No person shall knowingly cause or permit to be brought, kept, let for hire or used on any canal (not being a river waterway) any pleasure boat unless there is then in force in relation to the pleasure boat a pleasure boat licence.

(2) No person shall knowingly cause or permit to be brought, kept, let for hire or used on any canal (not being a commercial waterway) any commercial vessel unless there is then in force in relation to the commercial vessel a commercial vessel licence.

### Display of Licences

Display of Licences

4. (1) The owner of a pleasure boat shall not knowingly cause or permit to be used on a canal (not being a river waterway) any pleasure boat in respect of which a pleasure boat licence has been issued unless the licence for the time being in force is displayed on the pleasure boat in such a manner and position as to be clearly visible from outside the pleasure boat at all times.

(2) The owner of a commercial vessel shall not knowingly cause or permit to be used on a canal (not being a commercial waterway) any commercial vessel in respect of which a commercial vessel licence has been issued unless the licence for the time being in force is displayed on the commercial vessel in such a manner and position as to be clearly visible from outside the commercial vessel at all times.

(3) No person shall knowingly cause or permit to be concealed a pleasure boat licence or commercial vessel licence required to be displayed on a pleasure boat or commercial vessel in accordance with this Bye-law.