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#### **Appendix A Extracts from Acts**

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**THE THAMES NAVIGATION LICENSING AND GENERAL BYELAWS 1993**  
**AND EXTRACTS FROM OTHER THAMES LEGISLATION**

**NATIONAL RIVERS AUTHORITY BYELAWS**  
**FOR THE**  
**REGULATION MANAGEMENT AND IMPROVEMENT OF THE RIVER**  
**THAMES AND OF THE NAVIGATION THEREOF, FOR THE**  
**REGULATION AND LICENSING OF VESSELS THEREON AND FOR**  
**OTHER PURPOSES**

**PART 1 – PRELIMINARY**

**Short Title etc**

1. These Byelaws are made under Section 233 of the Thames Conservancy Act 1932 and may be cited as “The Thames Navigation Licensing and General Byelaws 1993” and shall come into operation on the First day of November 1994.

**Repeal**

- 2 The Thames Launch Byelaws 1952 and The Thames Navigation and General Byelaws 1957 are hereby repealed.

**Application**

3. These Byelaws shall be applicable to:-
  - a) so much of the Rivers Thames and Isis as is between the east side of the Town Bridge at Cricklade in the County of Wilts (Grid Reference SU 1014-9497) and an imaginary straight line drawn from the high- water mark on the bank of the River Thames at the boundary line between the Parishes of Teddington and Twickenham in the County of Middlesex as existing immediately before the first day of April 1937 when the County of Middlesex (Twickenham) Review Order 1937 came into operation to high-water mark on the Surrey bank of the river immediately opposite the last hereinbefore mentioned point (Grid Reference TQ 1632-7186); and
  - b) so much of the River Kennet as is between the River Thames and an imaginary straight line drawn from a point on the north bank of the River Kennet seventy yards eastward of the east side of the High Bridge at Reading in the County of Berks (Grid Reference SU 7176-7330) to a point on the south bank of the River Kennet, immediately opposite the last hereinbefore mentioned point (Grid Reference SU 7308-7387); and all locks, cuts and works within the said portions of rivers: Provided that no dock, lock, canal or cut existing at the 17<sup>th</sup> day of August, 1894, and constructed under the authority of Parliament and belonging to any body corporate established under such authority and no bridge over the Thames or the River Kennet belonging to or vested in any highway authority or local authority any railway undertaker or any company body or person other than the Authority shall be deemed to form part of the Thames.

## Interpretation

4 In these Byelaws the following words and expressions have the meanings hereby assigned to them respectively unless there be something in the subject or context repugnant to such construction, namely:

- “The Authority” means the National Rivers Authority;  
“The Acts” means the Thames Conservancy Acts 1932, 1950, 1966 and 1972;
- “All round light” means a light showing an unbroken light over an arc of the horizon of 360 degrees;
- “By day” means between sunrise and sunset;  
“By night” means between sunset and sunrise;
- “Class of vessel”:  
for the purposes of licensing only vessels are divided into four classes as defined below:
- (i) Launch: means any power-driven vessel that is not being used solely as a tug or the carriage of goods.
  - (ii) Tug: means any vessel used for the purpose of towing ships lighters barges or other craft or carrying goods wares or merchandise or rafts or floats of timber and includes a lighter barge or other like craft for carrying goods wares or merchandise and propelled by mechanical power and capable of being used as a tug, and any power-driven vessel of the nature of a launch which is kept for towing other pleasure boats or barges and which has been classified by the Authority as a tug.
  - (iii) Houseboat: includes any pleasure boat which is not a launch and which is decked or otherwise structurally covered in and which is or is capable of being used as a place of habitation (whether by day or night or one or the other) or as a place for accommodating or receiving persons for the purpose of shelter, recreation, entertainment or refreshment or of witnessing regattas or other events or as club premises or as offices or as a kitchen pantry or store place in connection with any commercial purpose.
  - (iv) Unpowered: any vessel that is not a launch, tug or a houseboat.
- “Breadth” or  
“Beam” is the width measured at the widest part of the hull;
- “Engine” means any machinery powered by fuel or electricity;
- “Flashing light” means a light flashing at regular intervals;
- “Grid Reference” means Grid References on the Ordnance Survey Map;
- “Hauled” means being towed from a bank;
- “Launch” includes any power-driven vessel not being used solely as a tug or for the carriage of goods;
- “Length” is overall hull length excluding moveable items such as a rudder or outboard engine;
- “Liquid Fuel” includes any inflammable hydrocarbon (either alone or in admixture with any other liquid) which is capable of providing the necessary motive power for a vessel and also any other liquid capable as aforesaid which, when tested in the manner set forth in Part II of the Second Schedule to the Petroleum (Consolidation) Act 1928, gives off an inflammable vapour at a

	temperature of less than 201 degrees Fahrenheit (93.7 degrees Centigrade);
“Manually propelled vessel”	means any vessel underway other than a power-driven or sailing vessel;
“Masthead light”	means a white light placed over the fore and aft centre line of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel;
“Master”	when used in relation to any vessel means any person whether the owner master or other person lawfully or wrongfully having or taking the command charge or management of the vessel for the time being;
“Officer of the Authority”	means any person employed by the Authority and authorised by writing under the hand of the Regional Secretary to carry out the provisions of these Byelaws;
“Passenger vessel”	means any vessel in respect of which for the time being there is in force a valid passenger certificate issued by the Department of Transport;
“Polluting matter”	means sewage or any other offensive or injurious matter whether solid or liquid;
“Power-driven vessel”	means any vessel being propelled by machinery and excludes vessels powered by sail or oar;
“Prolonged blast”	means a blast of from four to six seconds’ duration;
“Restricted visibility”	means any condition in which visibility is impaired by fog, mist, falling snow, heavy rainstorms, sandstorms, smoke or any other similar causes;
“Sailing vessel”	means any vessel under sail provided that propelling machinery, if fitted is not being used;
“Sanitary appliance”	means any water closet, sea toilet, lavatory, bucket, device or apparatus for the reception of polluting matter;
“Short blast”	means a blast of about one second’s duration;
“Sidelights”	means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side;
“Sluice”	means any sluice, clough, 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 the waterway or any works connected therewith;
“Sound and serviceable condition”	means the hull superstructure machinery or equipment of a vessel being fit for the purpose of undertaking a voyage without risk arising from the state thereof of injury to persons damage to property or obstruction to navigation of the river being caused;

“Sternlight”	means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon at 135 degrees and so fixed to show the light 67.5 degrees from right aft on each side of the vessel;
“The Thames” or “The River”	means and includes those parts of the Rivers Thames and Isis and Kennet respectively which these Byelaws are made applicable by the provisions of Byelaw 3;
“Towing light”	means a yellow light having the same characteristics as the “Sternlight” defined above;
“Towed”	includes “propelled by another vessel” and “towing” shall be construed accordingly;
“Underway”	means not at anchor, made fast to the shore, moored, or aground;
“Useless or derelict”	means that by reason of the defective condition of the hull superstructure machinery or equipment of a vessel whether anchored made fast to the shore moored aground or underway it may sink break up or constitute a risk to other persons or property or obstruct or limit the navigation of the river in any manner;
“Vessel”	includes any ship boat lighter raft float, float of timber or craft whatsoever however propelled or navigated and (without prejudice to the foregoing description) includes also any amphibious craft;
“Vessel constrained by draught”	means a power-driven vessel which, because of her draught in relation to the available depth of water, or her air draught in relation to the available headroom of bridges or other overhead obstructions is severely restricted in her ability to deviate from the course she is following;
“Vessel not under command”	means a vessel which through some exceptional circumstances is unable to manoeuvre as required by these Byelaws and is therefore unable to keep out of the way of another vessel;
“Vessel restricted in her ability to manoeuvre”	means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Byelaws and is therefore unable to keep out of the way of another vessel;
“Whistle”	means an efficient whistle, siren, horn or other sound signalling appliance capable of producing such blasts as are prescribed in the Byelaws and as are described above and audible at a distance of half a nautical mile;
“Winward Side”	means the side opposite to that on which the mainsail is carried.

## **PART II      NAVIGATION LIGHTS AND OTHER VISUAL SIGNALS**

### **Exhibition of Lights and Signals**

- 5(a) The master of every launch registered under the Acts must ensure that the lights prescribed by Section 92 of the Thames Conservancy Act 1932 as amended are carried and exhibited.
- (b) The master must ensure that the Byelaws in this Part are complied with in all weathers.
- (c) The Byelaws concerning lights shall be complied with from sunset to sunrise, and during such time no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Byelaws or as do not impair their visibility or distinctive character, or interfere with the keeping of a proper lookout.
- (d) The lights prescribed by these Byelaws shall also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- (e) The Byelaws concerning shapes shall be complied with by day.
- (f) The lights and shapes specified in these Byelaws shall comply with the provisions of Appendix B to these Byelaws.

### **Visibility**

- 6 The master of every vessel other than launches registered under the Acts must ensure that all lights prescribed in these Byelaws must have an intensity sufficient to be visible at the following minimum ranges:
  - (a) For vessels of 50 metres (164 feet)<sup>1</sup> or more in length:
    - a masthead light, 6 nautical miles (12,150 yards or 11,110 metres);
    - a sidelight, 3 nautical miles (6,075 yards or 5,555 metres);
    - a sternlight, 3 nautical miles (6,075 yards or 5,555 metres);
    - a towing light, 3 nautical miles (6,075 yards or 5,555 metres);
    - a white, red, green or yellow all-round light, 3 nautical miles (6,075 yards or 5,555 metres).
  - (b) For vessels of 12 metres (40 feet) or more in length but less than 50 metres (164 feet) in length:
    - a masthead light, 5 nautical miles (10,125 yards or 9,258 metres); except that where the length of the vessel is less than 20 metres (66 feet), 3 nautical miles (6,075 metres or 5,555 yards)
    - a sidelight, 2 nautical miles (4,050 yards or 3,703 metres);
    - a sternlight, 2 nautical miles (4,050 yards or 3,703 metres);
    - a towing light, 2 nautical miles (4,050 yards or 3,703 metres);
    - a white, red, green or yellow all-round light 2 nautical miles (4,050 yards or 3,703 metres).
  - (c) For vessels less than 12 metres (40 feet) in length:
    - a masthead light, 2 nautical miles (4,050 yards or 3,703 metres);
    - a sidelight, 1 nautical miles (2,025 yards or 1,852 metres);
    - a sternlight, 2 nautical miles (4,050 yards or 3,703 metres);
    - a towing light, 2 nautical miles (4,050 yards or 3,703 metres);

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<sup>1</sup> Note that all measurements given in brackets are given as an approximate conversion

- a white, red, green or yellow all-round light, 2 nautical miles (4,050 yards or 3,703 metres).
- (d) For an inconspicuous, partly submerged vessel or object:
  - a white all-round light, 3 nautical miles (6,075 yards or 5,555 metres).

### **Power-driven vessels underway**

- 7 The master of a power-driven vessel underway shall cause to be exhibited:
- (i) a masthead light;
  - (ii) a second masthead light abaft of and higher than that in (i); except that the master of a vessel of less than 50 metres (164 feet) in length or a launch registered under the Acts shall not be obliged to exhibit such light but may do so;
  - (iii) sidelights;
  - (iv) a sternlight.

### **Sailing vessels and manually propelled vessels underway**

- 8 (a) The master of a sailing vessel underway shall cause to be exhibited.
- (i) sidelights;
  - (ii) a sternlight
- (b) The master of a sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of the Byelaw, cause to be exhibited at or near the top of the mast, where they can best be seen, two all round lights in a vertical line, the upper being red and the lower green.
- (c) The master of a manually propelled vessel underway shall cause to be exhibited the lights in (a) or shall cause to be exhibited an all-round white light or two white lights giving the same coverage.

### **Towing and pushing**

- 9 (a) The master of a power-driven vessel other than a launch registered under the Acts when towing shall cause to be exhibited:
- (i) instead of the light prescribed in Byelaw 7(i) or (ii), two masthead lights forward in a vertical line. When the length of the tow, measured from the stern of the towing vessel to the after end of the tow exceeds 200 metres (656 feet), three such lights in a vertical line;
  - (ii) sidelights;
  - (iii) a sternlight;
  - (iv) a towing light in a vertical line above the sternlight;
  - (v) when the length of the tow measured as aforesaid exceeds 200 metres (656 feet), a diamond shape where it can best be seen
- (b) The master of a power-driven vessel other than a launch registered under the Acts when the vessel is pushing ahead or towing alongside, except in the case of a rigidly connected composite unit, shall be caused to be exhibited:
- (i) instead of the light prescribed in Byelaw 7(i) or (ii), two masthead lights in a vertical line;
  - (ii) sidelights
  - (iii) a sternlight

- (c) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Byelaw 7
- (d) The master of a power driven vessel when towing by night shall cause to be exhibited on the vessel being towed:
  - (i) when the beam of the towed vessel exceeds the beam of the towing vessel, sidelights and a stern light;
  - (ii) when the overall length of tow exceeds 4 metres and the beam of the towed vessel does not exceed the beam of the towing vessel, a stern light.
 Provided that any number of vessels being towed alongside the towing vessel or being pushed in a linked group by the towing vessel shall be lighted as one vessel.

**Lights and signals for vessels not under command or engaged in diving and dredging operations**

- 10 (a) The master of a vessel not under command of 20 metres (66 feet) or more in length shall and the master of a vessel not under command of less than 20 metres (66 feet) in length may cause to be exhibited:
  - (i) two all-round red lights in a vertical line where they can best be seen;
  - (ii) two balls or similar shapes in a vertical line where they can best be seen;
  - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.
- (b) The master of a vessel restricted in her ability to manoeuvre of 20 metres (66 feet) or more in length shall and the master of a vessel restricted in her ability to manoeuvre of less than 20 metres (66 feet) in length may cause to be exhibited:
  - (i) three all-round lights in a vertical line where they can best be seen; the highest and lowest shall be red and the middle light shall be white;
  - (ii) three shapes in a vertical line where they can best be seen, the highest and lowest of these shapes shall be balls and the middle one a diamond;
  - (iii) when making way through the water, a masthead light or lights, sidelights and a sternlight, in addition to the lights prescribed in sub-paragraph (i);
  - (iv) when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (i) and (ii), the light, lights or shapes prescribed in Byelaw 12.
- (c) The master of a vessel engaged in a towing operation such as renders it unable to deviate from its course shall, in addition to the lights or shapes prescribed in sub-paragraph (b)(i) and (ii) of this Byelaw cause to be exhibited the lights or shapes prescribed in Byelaw 9.
- (d) The master of a vessel engaged in dredging or underwater operations, when restricted in its ability to manoeuvre, shall cause to be exhibited the lights and shapes prescribed in paragraph (b) of this Byelaw shall in addition, when an obstruction exists, cause to be exhibited:
  - (i) two all-round red lights or two red balls in a vertical line to indicate the side on which the obstruction exists;
  - (ii) two all-round green lights or two white diamonds in a vertical line to indicate the side on which another vessel may pass;
  - (iii) when making way through water, in addition to the lights prescribed in this paragraph, masthead lights, sidelights and a sternlight;

- (iv) the master of a vessel to which this paragraph applies when at anchor shall cause to be exhibited the lights or shapes prescribed in sub-paragraph (i) and (ii) instead of the lights prescribed in Byelaw 12.
- (e) The master of a vessel engaged in diving operations shall cause to be exhibited a rigid replica of the International Code flag 'A' of a size and in such a position as to be clearly visible to other vessels in the vicinity. Measures shall be taken by the master to ensure all-round visibility.
- (f) The signals prescribed in this Byelaw are not signals of vessels in distress and requiring assistance.

### **Vessels constrained by their draught**

- 11 The master of a vessel constrained by her draught may, in addition to the lights prescribed for power-driven vessels in Byelaw 7 cause to be exhibited where they can best be seen three all-round red lights in a vertical line or a cylinder.

### **Anchored vessels**

- 12 (a) The master of a vessel at anchor shall cause to be exhibited where they can best be seen:
- (i) in the forepart, an all-round white light or one ball;
  - (ii) at or near the stern and at a lower level than the light prescribed in sub-paragraph (i), an all-round white light.
- (b) For a vessel of less than 50 metres (164 feet) in length an all-round white light where it can best be seen instead of the lights and shapes prescribed in paragraph (a) above.
- (c) For a vessel of 100 metres (328 feet) and more in length, the available working or equivalent lights to illuminate the vessels decks.

### **Vessel aground**

- 13 The master of a vessel aground of 50 metres (164 feet) or more in length shall and the master of a vessel aground of less than 50 metres in length may cause to be exhibited the lights prescribed in Byelaw 12(a) and (b) and in addition, where they can best be seen:
- (i) two all-round red lights in a vertical line;
  - (ii) three balls in a vertical line.

### **Lights for public service vessels**

- 14 No vessel other than vessels being used by the Authority, and by the police, fire and ambulance services and being previously approved for the purpose by the Authority may exhibit a blue flashing light by day or by night.

### **Use of flashing lights**

- 15 No vessel other than vessels described in Byelaw 14 may exhibit a flashing light or any kind by day or by night unless the prior written consent of the Authority has been obtained.

### **Ferries**

- 16 The master of a vessel plying as a ferry when crossing directly from one side of the Thames to the other side, shall cause to be displayed on either side of the vessel the word FERRY in large clear letters and may cause to be

exhibited by day at a height above the hull, so as to be seen all round, two shapes in a vertical line, one over the other not less than 1 metre (3.3 feet) apart, of which the upper shall be spherical in shape and the lower cylindrical in shape, and shall by night except when berthed cause to be exhibited in addition to any other lights otherwise prescribed in the same position two lights in a vertical line one over the other, not less than 1 metre (3.3 feet) apart, the upper light shall be blue and the lower light shall be white; these lights to be of such a character as to be visible all round at a distance of at least 1 nautical mile (2,025 yards or 1,852 metres).

## **SOUND SIGNALS**

### **Sound signals**

- 17 (a) All sound signals prescribed by these Byelaws shall be given on the whistle. The whistle shall not be used on any occasion or for any purpose except those therein mentioned and no other signal by whistle shall be given or used other than by vessels being used by the Authority and by the police, fire and ambulance services and being previously approved for the purpose by the Authority.
- (b) Every power driven vessel shall be provided with a whistle so placed that the sounds may not be intercepted by any obstruction on the vessel.
- (c) The master of every power-driven vessel shall comply with the provisions of these Byelaws as to sound signals.

### **Sound signals when in sight of another vessel**

- 18 (a) When vessels are in sight of one another the master of a power-driven vessel underway when manoeuvring as authorised or required by these Byelaws, shall indicate that manoeuvre by the following signals on his whistle namely:
- One short blast to mean "I am altering my course to starboard"  
(ie to the right);
  - Two short blasts to mean "I am altering my course to port"  
(ie to the left);
  - Three short blasts to mean "I am operating astern propulsion"
- (b) The master of a vessel may supplement the whistle signals prescribed in paragraph (a) of this Byelaw by light signals, repeated as appropriate, while the manoeuvre is being carried out:
- (i) These light signals shall have the following significance:
    - one flash to mean "I am altering my position to starboard"
    - two flashes to mean "I am altering my course to starboard"
    - three flashes to mean "I am operating astern propulsion";
  - (ii) the duration of each flash shall be about one second, the interval between flashes shall be about one second, and the interval between successive signals be not less than ten seconds.
- (c) When vessels in sight of one another are approaching each other and from any cause, the master of either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the master of the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.

- (d) The master of the vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction may sound one prolonged blast. Such signal shall be answered with a prolonged blast by the master of any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.

#### **Sound signals when turning round**

- 19 The master of every power-driven vessel (including a tug with a tow) when underway and about to turn round shall signify the same by four short blasts on the whistle in rapid succession followed after a short interval if turning with her head to starboard (or right) by one short blast, and if with her head to port (or left) by two short blasts; and whilst turning shall repeat such signal to any approaching vessel which latter vessel shall take action to avoid a collision.

#### **Sound signals when not under command**

- 20 The master of every power-driven vessel (including a tug with a tow) when underway whether by day or by night and for any reason not under command or unable to manoeuvre as required by these Byelaws shall signify the same to any approaching vessel by one prolonged followed by two short blasts on the whistle in rapid succession and thereupon such approaching vessel shall take action to avoid collision.

#### **Sound signals when vessel aground**

- 21 The master of every power-driven vessel (including a tug with a tow) when underway and taking the ground in the fairway or mid-channel shall so long as the vessel remains aground signify the same to any approaching vessel by five or more short blasts on the whistle in rapid succession and shall continue to give such signals unless he has caused to be exhibited the lights or shapes prescribed by Byelaw 13 hereof.

#### **Sound signals in restricted visibility**

- 22 In or near an area of restricted visibility, whether by day or night, the signals prescribed in this Byelaw shall be used as follows:
- a) The master of a power-driven vessel making way through the water shall cause to be sounded at intervals of not more than two minutes one prolonged blast.
  - b) The master of a power-driven vessel underway but stopped and making no way through the water shall cause to be sounded at intervals of not more than two minutes two prolonged blasts in succession with an interval of about two seconds between them.
  - c) The master of a vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught, a sailing vessel or a vessel engaged in towing or pushing another vessel shall instead of the signals prescribed in paragraph (a) or (b) of this Byelaw, cause to be sounded at intervals of not more than two minutes three blasts in succession, namely one prolonged followed by two short blasts.
  - d) The master of a vessel towed or if more than one vessel is towed the last vessel of the tow shall at intervals of not more than two minutes cause to be sounded four blasts in succession, namely one prolonged followed by three

short blasts. When practicable, this signal shall be immediately after the signal made by the towing vessel.

- e) When pushing a vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and the master of the pushing vessel shall cause to be sounded the signals prescribed in paragraphs (a) or (b) of this Byelaw
- f) The master of a vessel at anchor or aground shall, at intervals of not more than one minute, cause to be sounded three blasts in succession, namely one short, one prolonged and one short blast or ring a bell rapidly for five seconds to give warning.

### **Signals to attract attention**

- 23 If necessary to attract the attention of another vessel the master of any vessel may make light or sound signals that cannot be mistaken for any signal authorised elsewhere in these Byelaws, or may direct the beam of his vessel's searchlight in the direction of the danger, in such a way as not to embarrass any vessel.

## **STEERING SAILING AND SPEED**

### **Exemptions**

- 24 (a) Nothing in Byelaws 27 to 42 shall exonerate the master of any vessel from the consequences of any neglect to comply with these Byelaws or from the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.
- (b) In construing and complying with Byelaws 27 to 42 the master of every vessel shall have due regard to all dangers of navigation or collision or to any special circumstances including the limitations of the vessels involved which may make a departure from these Byelaws necessary to avoid any immediate danger to persons or property.
- (c) In the event of a prosecution for any breach of a Byelaw in this part of the Byelaws it shall be for the defendant to prove the existence of any such dangers of navigation or collision or special circumstances necessitating a departure from the Byelaws to avoid any immediate danger to persons or to property.

### **Master of vessel must keep a proper loo-out etc**

- 25 The master of every vessel shall keep or cause to be kept a proper look-out by sight and hearing and shall observe any precaution which may be required by the ordinary practice of seamen or watermen or by the special circumstances of the case particularly in times of high flow or by other dangerous conditions of navigation.

### **Safe Speed**

- 26 The master of every vessel shall navigate such vessel at all times at a safe speed and with due care and caution to prevent avoidable damage or unreasonable disturbance to persons, other vessels or moorings or the river banks and in such manner as to show reasonable consideration for all persons

and property in upon or about the Thames or the banks or towpaths thereof or any land of the Authority.

### **Maximum Speed**

27 The master shall not navigate a power-driven vessel at a speed over the bed of the river greater than 8 kilometres per hour

### **Exemptions from maximum speed limit**

28 The maximum speed prescribed in Byelaw 27 shall not apply to:

- (a) power-driven vessels directly engaged in the training coaching or umpiring of vessels powered by oar or by sail where such sustainable power-driven vessels have been approved by the Authority and are displaying a pennant or mark of a type issued by the Authority, the issue of which may be subject to such conditions as the Authority may from time to time prescribe;
- (b) vessels in use by the Navigation Authority or by the police, fire and ambulance services when necessary for the execution of their duties.

### **Collision**

29 The master of every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

### **Action to avoid collision**

- 30 (a) The master of every vessel shall ensure that any action taken to avoid collision, shall if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) The master of every vessel shall ensure that any action taken to alter course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough for changes in the vessel's course to be readily apparent to the master of another vessel. The master shall ensure that a succession of small alterations of course and/or speed is avoided.
- (c) The master of every vessel shall ensure that action taken to avoid collision with another vessel shall be such as to result in the vessel passing at a safe distance. The effectiveness of the action shall be carefully checked by the master until the other vessel is finally past and clear.
- (d) The master of every vessel shall if necessary to avoid collision or to allow more time to assess the situation, slacken the speed of the vessel or take all way off by stopping or reversing her by means of propulsion.

### **Vessels proceeding up or down the river**

- 31 (a) The master of every power-driven vessel proceeding up or down the river shall when it is safe and practicable keep the vessel in the fairway or mid-channel and shall keep to that side of the fairway or mid-channel which lies on the vessel's starboard or right hand side.
- (b) The master of a vessel nearing a bend or an area of narrow channel, fairway, bridge or place where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and may sound the appropriate signal prescribed in Byelaw 18.

### **Power-driven vessel navigating against the current approaching a sharp bend or bridge**

- 32 (a) If the river has a current or a tidal flow, the master of every power-driven vessel navigating against the current or tidal flow shall, if necessary in order to avoid risk of collision, ease the speed of the vessel or stop the vessel on approaching or when rounding a point or sharp bend so as to allow any vessel navigating with the current or tidal flow to pass clear of his vessel.
- (b) The master of every power-driven vessel navigating against the current or tidal flow on approaching or passing under a bridge, shall ease the speed of, or stop the vessel, in order to avoid risk of collision with another vessel navigating with the current or tidal flow approaching or passing under or through the same bridge.
- (c) The master of every power-driven vessel navigating under or through a bridge shall ensure that the vessel shall approach and pass under or through the bridge at the slowest practicable speed.

### **Sailing vessels in sight of one another**

- 33 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:
- (a) when each has the wind on a different side, the master of the vessel which has the wind on the port side shall keep his vessel out of the way of the other;
- (b) when both have the wind on the same side, the master of the vessel which is to windward shall keep his vessel out of the way of the vessel which is to leeward;
- (c) if the master of a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has wind on the port or on the starboard side, he shall keep his vessel out of the way of the other.

### **Vessel crossing the river or entering the fairway must not obstruct other vessel**

- 34 Notwithstanding anything to the contrary contained elsewhere in these Byelaws the master of every vessel crossing from one side of the river to the other side or entering the fairway from any side channel cut or other waterway shall do so at a proper time having regard to other vessels navigating up and down the river, and shall give way to such vessels.

### **Overtaking**

- 35 (a) Notwithstanding anything to the contrary contained elsewhere in these Byelaws the master of a vessel overtaking any other shall keep his vessel out of the way of the vessel being overtaken.
- (b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night the master would be able to see only the sternlight of the vessel but neither of her sidelights.
- (c) When a master is in any doubt as to whether his vessel is overtaking another, he shall assume that this is the case and act accordingly.
- (d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these

Byelaws or relieve the master of the overtaking vessel of his duty of keeping clear of the overtaken vessel until she is finally passed and clear.

#### **Head on situation**

- 36 (a) When two vessels, whether power-driven or manually propelled, are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision the master of each vessel shall alter course of his vessel to starboard so that each vessel shall pass on the port side of the other.
- (b) Such a situation as described in Byelaw 36(a) above shall be deemed to exist when the master of a vessel sees the other vessel ahead or nearly ahead and by night he could see the masthead lights of the other vessel in a line or nearly in a line and/or both sidelights and by day the master observes the corresponding aspect of the other vessel.
- (c) When a master is in any doubt as to whether such a situation exists he shall assume that it does exist and act accordingly.

#### **Crossing situation**

- 37 When two vessels, power-driven or unpowered, are crossing so as to involve risk of collision, the master of the vessel which has the other on its own starboard side shall keep his vessel out of the way and shall, if circumstances of the case admit, avoid crossing his vessel ahead of the other.

#### **Action by give-way vessel**

- 38 The master of every vessel which is obliged to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

#### **Action by stand-on vessel**

- 39 (a) (i) Where one of two vessels is to keep out of the way of the other the master of the other shall keep his course and speed.
- (ii) The latter master may however take action to avoid collision by his manoeuvre alone, as soon as it becomes apparent to him that the vessel required to keep out of the way is not taking appropriate action in compliance with these Byelaws.
- (b) When from any cause, the master of a vessel required to keep her course and speed finds his vessel so close that collision cannot be avoided by the action of the give-way vessel alone, he shall take such action as will best aid to avoid collision.
- (c) The master of a vessel, whether power-driven or manually propelled, who takes action in a crossing situation in accordance with sub-paragraph (a)(ii) of this Byelaw to avoid collision with another vessel, power-driven or unpowered, shall, if the circumstances of the case admit, not alter the course of his vessel to port for a vessel on his vessel's own port side.

Provided that this Byelaw shall not relieve the master of the give-way vessel of his obligation to keep his vessel out of the way.

#### **Responsibilities between vessels**

- 40 Except where Byelaws 31 and 35 otherwise require:
- (a) the master of a power-driven vessel underway shall keep his vessel out of the way of:

- (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to manoeuvre;
  - (iii) a sailing vessel;
- (b) the master of a sailing vessel underway shall keep his vessel out of the way of:
- (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to manoeuvre;
- (c)(i) the master of any vessel other than a vessel not under command or a vessel restricted in her ability to manoeuvre shall, if the circumstances of the case admit, avoid his vessel impeding the safe passage of a vessel constrained by her draught, exhibiting the signal in Byelaw 11;
- (ii) the master of a vessel constrained by her draught shall navigate his vessel with particular caution having full regard to her special condition.

### **Conduct of vessels in restricted visibility**

- 41 (a) This Byelaw applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- (b) The master of every vessel shall ensure that his vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. The master of a power-driven vessel shall ensure that the vessel's engines are ready for immediate manoeuvre.
- (c) The master of every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with these Byelaws.
- (d) Except where it has been determined that a risk of collision does not exist, the master of every vessel who hears apparently forward of his vessel's beam the fog signal of another vessel, or whose vessel cannot avoid a close-quarters situation with another vessel forward of his vessel's beam, shall reduce his vessel's speed to the minimum at which it can be kept on its course. He shall if necessary take all way off his vessel and in any event navigate with extreme caution until danger of collision is over.

### **Overtaking hauled vessels**

- 42 (a) Where a vessel, which is not a hauled vessel, is overtaking a hauled vessel, the master of such a vessel shall cause his vessel to be steered in such a manner that the vessel passes with the vessel overtaken being between the towing path and the overtaking vessel and the master of the vessel overtaken shall cause his hauling line to be slackened and keep his vessel as near as possible to the towing path while the other vessel is passing.
- (b) When two vessels are being hauled but proceeding in opposite directions approach each other, the master of the vessel proceeding against the current shall cause his vessel to pass between the towpath and the other vessel. The master of the other vessel must proceed accordingly. If no current is present the masters shall cause their vessels to pass port side to port side.

## **TOWING**

### **Number of persons to navigate vessels towed or pushed**

- 43 (a) The master of a vessel towing or pushing one or more other vessels shall ensure that the vessel or vessels being towed or pushed when underway shall

have at least one competent person constantly on board to ensure the safe navigation and management thereof except when the overall length of tow does not exceed 4 metres and the beam of the towed vessel does not exceed the beam of the towing vessel.

- (b) Where any offence against this Byelaw is committed, the owner or the hirer (if any) of the vessel towed or pushed and (when the vessel is in tow of or being pushed by a power-driven vessel) the master of such power-driven vessel shall be liable to be proceeded against. Provided that such owner (or hirer as the case may be) and such master be not both punished in respect of the same offence.

#### **Disposition and number of vessels towed or pushed**

- 44 (a) The master of any vessel underway shall ensure that the vessel be navigated singly and separately except as otherwise hereinafter provided in this Byelaw.
- (b) The master of a power-driven vessel may tow another vessel secured alongside but shall not at the same time push ahead or tow alongside any other vessel without consent of the Authority.
- (c) The master of a power-driven vessel, if properly equipped for such purpose, may push ahead another vessel but shall not at the same time tow alongside or astern any other vessel.
- (d) Vessels towed below Folly Bridge Oxford shall be placed in single line and not more than four such vessels shall be towed together at the same time except with the consent of the Authority which consent may be given subject to conditions.
- (e) Vessels towed above Folly Bridge Oxford shall be placed in single line and not more than two such vessels shall be towed together at the same time except with the consent of the Authority which consent may be given subject to conditions.
- (f) Byelaw 44(d) and (e) shall not apply to towed vessels when fastened together and towed astern of other vessels provided that the maximum combined breadths of such towed vessels when towed alongside one another does not exceed 4.5 metres (15 feet) and the overall length of tow does not exceed 15 metres (49.5 feet).

#### **Towing from the bank**

- 45 The master of any vessel which is hauled, shall ensure that it is only hauled from a mast of sufficient height to protect the banks, gates, and works from injury by the tow-rope except in places where the strength of the current renders it necessary that the line should be brought down to the vessel and made fast.

### **LOCKS WEIRS AND SLUICES**

#### **Entry into and stoppage in locks**

- 46 (a) The master of any vessel shall not attempt to enter any lock knowing there to be insufficient water to float and to carry such vessel through such lock and through the channel or cut leading to and from the same and the master of any vessel shall not stop the vessel in the lock longer than is necessary for the passage of the vessel through the same.

- b) The master of any vessel (including a towed vessel) shall not enter any lock or channel or cut leading to and from the same unless the vessel is in sound and serviceable condition.

#### **Sail not to be used in locks**

- 47 The master of a sailing vessel shall ensure that his vessel shall not enter any lock or channel or cut leading to and from the same while his sail is hoisted nor shall during the time his vessel continues to be in a lock or channel or cut leading to and from the same hoist any sail.

#### **Vessels to be made fast I locks**

- 48 The master of a vessel (including a tug with a tow) after entering a lock shall ensure that the vessel is controlled by mooring lines from the shore to the bow and stern of the vessel in such manner as to prevent the vessel from running foul of the gates or works or other vessels in the lock. Provided that this Byelaw shall not apply to vessels in use by the Navigation Authority or by the police, fire and ambulance services when in the execution of their duties.

#### **Operation of locks weirs and sluices**

- 49 (a) No person shall
- (i) 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;
  - (ii) draw or operate any sluice until the lock-gates are closed;
  - (iii) operate or leave open any sluice so as to waste water;
  - (iv) operate or leave open any lock-gate so as to risk causing any hazard or unreasonable hindrance to other users of the river or its banks towpaths or footpaths;
  - (v) operate any sluice otherwise than by means of the handle or other device normally used for that purpose;
  - (vi) cause or allow any vessel in their charge to remain in a lock or channel or cut leading to and from the same longer than is necessary for the convenient passage thereof except when permitted by the Authority.
- (b) No person shall without having previously obtained the consent of an Officer of the Authority or having been expressly requested by such Officer to do so, use or meddle with the gear at any lock or weir or with any sluice belonging to the Authority.

Provided that Byelaw 49(b) shall not apply to persons directly involved in the navigation of a vessel operating lock gear only when passing such vessel through by or over any lock belonging to or under the control of the Authority at such times as a notice is being displayed which indicates that the lock is not attended at the time by an employee of the Authority.

#### **Precautions while waiting to enter and when in a lock**

- 50 (a) The master of any vessel shall ensure that no liquid fuel container or tank shall be opened or manipulated on a vessel while the same is in or waiting to enter any lock on the river.
- (b) While any vessel is waiting to enter any lock on a river, the master of such vessel shall take all reasonable care to prevent annoyance of other persons on the river from the escape of fumes from the exhaust.

- (c) When a power-driven vessel enters any lock on the river, the master of any such vessel after complying with the requirements of Byelaw 48 shall then immediately stop the vessel's engines. The master shall ensure that the vessel's engines are not restarted until the lock-gates are opened for the egress of the vessels then in the lock. Provided that the provisions of this paragraph of this Byelaw shall not apply to a vessel when no other vessel is passing through the lock at the same time.
- (d) No person on board any vessel in any lock on the river shall knowingly cause to be ignited any match artificial lighter or other means of producing a flame.

**Restrictions of noise near or in locks**

- 51 Subject to the provisions of Byelaw 58 when any vessel is approaching, waiting to enter, entering or has entered any lock on the river, the master of the vessel shall ensure that no sound or noise from any engine, radio, television, sound amplification equipment or musical instrument or any other source on his vessel occurs which may interfere with any communication of instructions or of information between any persons engaged in assisting the passage of any vessel through by or over any lock.

**MOORING AND POSITION OF VESSELS AND USE OF ANCHORS**

**Obstruction at boat race regatta etc.**

- 52 The master of any vessel shall except in an emergency not pass any boat race regatta public procession or gathering for the launch of a vessel or any other event or function which may cause a crowd to assemble on or by the river nor station his vessel thereon in such a manner as would risk obstructing impeding or interfering with such boat-race regatta procession launching event or function or endangering the safety of persons assembling on the river or preventing or interfering with the maintenance of order thereon.

**Position of anchor**

- 53 The master of every vessel when navigating or lying in the river shall cause that her anchor is carried in such a position as not to risk causing injury to any person or damage to any other vessel.

**Prohibition of obstruction**

- 54 (a) Except in an emergency or due to unavoidable cause or with the consent of the Authority the master of any vessel shall not anchor moor berth or otherwise stop in such a position as to impede the clear and free passage of any other vessel or otherwise obstruct the navigation of the river or the use of the banks or towpath thereof.
- (b) When the master of any vessel anchors moors or stops in front of the towpath he shall ensure that the mast towing-mast or aerial or other similar moveable obstruction (if any) as the case may be shall be lowered so as to permit the towing lines of any vessel to pass without obstruction and that the vessel shall be securely made fast at head and stern and that it shall be laid as close to and along the bank of such towpath as conveniently may be.

**Vessels to be made fast at moorings etc.**

55 The master of any vessel at anchor or lying moored at or attached to any moorings mooring buoy mooring post dolphin jetty wharf or landing-place shall at all times take all reasonable steps to ensure that it be kept properly and effectually secured or made fast.

**Notice of anchor left in the river**

56 The master of every vessel which has slipped parted from or lost any anchor cable or propeller shall as soon as practicable give notice thereof and of the position of such anchor cable or propeller to the Authority.

**Moorings, anchoring and vessels attached to moorings**

57 (a) The master or person in charge of any houseboat or launch who causes that houseboat or launch to be anchored moored or remain stationary during the course of ordinary navigation shall ensure that no annoyance be caused to any occupier of a riparian residence by reason of the loitering or delay of that houseboat or launch.

(b) The master of any power-driven vessel attached to any moorings mooring buoy mooring post dolphin jetty wharf or landing-place shall ensure that her engines are not worked in a manner risking causing injury or damage to such moorings mooring buoy mooring post dolphin jetty wharf or landing-place or any vessel or thing whatsoever or in such manner to give reasonable cause for annoyance to any person on the waterway or on the banks.

**PART III - GENERAL**

**Masters of vessel to obey Authority Officers**

58 The master of every vessel shall obey and conform to the directions of any Officer of the Authority relating to the use navigation mooring or unmooring of such vessel.

**As to sunken Vessels and other obstructions in the river**

59 (a) The master of every vessel which through accident or other cause has sunk or is stranded in the river shall as soon as practicable give to the lock-keeper at the nearest lock on the river or other Officer of the Authority notice thereof and of the position of such vessel.

(b) No person shall place or leave any mark, buoy or other temporary work or obstruction in place in the river without having previously having obtained in writing the consent of the Authority which consent may be given subject to such conditions as the Authority consider necessary and which conditions shall in all respects be complied with.

**Precautions in taking in or discharging ballast etc.**

60 The master of a vessel shall not load or discharge any cargo ballast fuel refuse or rubbish any part of which is liable in the course of such loading or discharging to fall into the river without taking such precautions by affixing canvas or tarpaulins or other suitable material or thing as shall effectually prevent any such cargo ballast fuel refuse or rubbish from falling into the river.

## **Advertisements**

61 No person shall exhibit or cause to be exhibited any advertisement or advertising notice upon or by means of any vessel or otherwise on or over the Thames.

Provided that this Byelaw shall not prevent:

- (a) The exhibition of advertisements or notices relevant to boat builders, river works contractors, boat hirers or similar trades and businesses if such advertisement or notice is for the purposes of or in reference to the trade or business of the owner of such vessel.

The expression "owner" in this Byelaw means the person whose name appears on the certificate of registration of such vessel;

- (b) the exhibition on a passenger vessel of a Notice or Notices which serve only to identify the person or Company who for the time being are the Charterer or hirer of such passenger vessel;
- (c) the exhibition on the Thames of an advertisement which is not visible from the banks of the Thames;
- (d) the exhibition of advertisements by or authorised by the Authority on land belonging to them and used by them under any enactment.

## **Prohibiting the use of towpath by motor-cars etc.**

62 No person other than Officers of the Authority in the course of their duties or police, fire and ambulance services or others acting in an emergency shall ride drive place or leave any motorcar or motorcycle cart carriage wagon cycle or any other vehicle of any description or any horse over or upon any towpath of the Thames (not being a towpath over which there is public right of way for vehicles). Provided that:

- (a) this Byelaw shall not apply to any person riding or driving a horse used for the purpose of towing a vessel;
- (b) nothing in this Byelaw contained shall take away or diminish any existing right of any riparian owner in any towpath who in the exercise of any such right causes no obstruction or damage to such towpath so as to interfere with the use thereof for towing;
- (c) this Byelaw shall not apply to any person riding a cycle (other than a motorcycle) who causes no obstruction or damage to the towpath so as to interfere with the use thereof for towing. Provided that this exception shall not confer or be deemed to confer upon any person any right to ride a cycle over or upon any towpath of the Thames where such right does not exist;
- (d) this Byelaw shall not apply to any towpath which passes over any public walk or pleasure ground which was within the boundaries in 1972 of the former Boroughs of Reading and Henley-on-Thames respectively nor to any towpath which passed over any public walk or pleasure ground which was in 1972 under the control of the former Council of the Borough of Abingdon and of the former Walton and Weybridge Urban District Council respectively.

## **General conduct**

63 No person shall while using or while in upon or about the river or the banks or the towpaths thereof or any land of the Authority:

- (a) use any abusive threatening or indecent language or conduct himself in a threatening or offensive manner to any Officer of the Authority whilst

employed in the due execution of his duties or to the annoyance of any person using the river or the banks or the towpaths thereof or any of the locks works or other property of the Authority;

- (b) knowingly bathe at any place where bathing is for the time being prohibited by the Authority, and so indicated by notice publicly displayed;
- (c) fish at any place where fishing is for the time being prohibited by the Authority and so indicated by notice publicly displayed;
- (d) engage in any diving operations without the previous consent in writing of the Authority and subject to such conditions as the Authority may impose. Provided that this part of this Byelaw shall not apply to employees of the Authority or to Police Officers acting in the course of their duties;
- (e) jump into the river or onto any vessel on the river from any place including a bridge or a highway or dive or swim or bathe in the river in such a manner as to cause obstruction, nuisance, annoyance or risk of danger or injury to persons or property;
- (f) throw or cause to fall any stone, missile or other thing that may strike or fall upon any person vessel animal or bird on the river or on the banks or towpaths thereof or on any land of the Authority;
- (g) beg for or gather alms;
- (h) light maintain throw down place or leave any fire or any combustible flaming smouldering or burning substance matter or thing in any place where the same may cause danger or damage to property of any kind or annoyance to any reasonable person;
- (i) move any notice, notice board or litter receptacle the property of or in charge of the Authority or set up by them or with their consent;
- (j) move any fences, posts, gates or other property of the Authority;
- (k) take destroy search for or disturb the nest or egg of any bird or kill injure take catch or trap or attempt to kill injure take catch or trap any animal or bird or the young of any animal or bird.

Provided that nothing herein contained shall extend to prevent any person employed by the Authority or acting with their consent from killing vermin or affect any right of fowling hunting or sporting existing on the 16th day of June, 1932;

- (l) destroy remove or injure any flowering or other plant or any shrub vegetation tree wood or underwood;
- (m) use any radio television record player tape recorder or any other electrical equipment or any musical instrument resulting in the broadcasting or transmission of any noise speech or sound in such manner to give reasonable cause for annoyance to any person in upon or about the river or the banks or the towpaths thereof or adjacent land of the Authority.

### **Interference with vessels**

64 No person other than an Officer of the Authority acting in the execution of his duty shall other than in an emergency:

- (a) operate or attempt to operate the engine or in any way meddle with the machinery of any vessel without the permission of the master of that vessel;
- (b) go aboard any vessel without the permission of the owner or master of that vessel except as shall be necessary to move or moor another vessel or gain access to another vessel.

### **Ferry-boats not to be used without consent**

65 No person shall other than in an emergency without the previous express request or consent of the ferry-man first obtained take away or use any ferry-boat belonging to the Authority or any pole or tackle belonging to such ferry.

### **Use of vessels with sanitary appliances**

- 66 (a) Subject to the provisions of paragraph (c) below no owner or master of any vessel shall keep or use or knowingly permit to be kept or used on the river any vessel provided with a sanitary appliance of such design that polluting matter normally passes or can pass into the river.
- (b) Where any vessel is fitted with a sanitary appliance, such appliance shall be so designed, constructed and at all times maintained as necessary to prevent any such passage as aforesaid.
- (c) The master of every vessel present on the river, at the date of coming into force of these Byelaws, and of every vessel on the river on or after such date, if such vessel is fitted with sanitary arrangements or appliances so designed or constructed as to permit the passage into the river of polluting matter, shall without undue delay give notice to the Lockkeeper at the lock nearest to the vessel's point of entry to the river or to any Officer of the Authority specifying the nature of such arrangements aforesaid. The master shall also, upon being requested by such lockkeeper or other Officer of the Authority so to do, afford such Officer of the Authority facilities for the taking by him of such steps by way of sealing or otherwise as may be reasonably necessary for preventing the passage into the water of polluting matter from the vessel so long as the vessel remains on the river. So long as the vessel remains on the river, no interference or alteration shall be made with the sealing or other steps so taken as aforesaid except with the approval of the Authority.
- (d) No person shall discharge polluting matter into the river from any vessel or from any sanitary appliance used thereon.

### **Millers to give notice before drawing down water for repairs**

67 The owner or occupier of a mill intending to draw down the water at the mill for the repair of such mill or of any flood-gates or other works belonging thereto or for the purpose of cleansing the mill stream shall (except in case of sudden emergency) give to the Authority not less than seven days previous notice in writing of his intention to do so.

### **Ferry chains, etc. to be kept slack when not in use**

68 The master of a ferry shall ensure that all ferry chains or ropes or other apparatus relating to a ferry laid across the river shall be slackened down level with the bed of the river when not actually in use.

### **Wires, etc. not to be laid or erected across river without consent**

69 No person shall without the previous consent of the Authority lay down erect or maintain or knowingly cause to be laid down erected or maintained any wire, rope, cable, chain, work or structure in, over, under or across the river. Provided that this Byelaw shall not restrict, prevent, interfere with or prejudice the exercise of any existing or future statutory rights or powers.

### **Lights not to endanger navigation**

70 No person shall knowingly place or use on or near the Thames any light which is likely to mislead persons navigating the Thames or to endanger the safe navigation of vessels upon the Thames.

### **Condition of hired boats**

71 The owner or master or person in charge of a pleasure boat for hire shall not allow any person to embark in the boat for the purpose of being carried therein or using the boat for hire unless the boat is in sound and serviceable condition.

### **Overloading**

72 The owner or master or person in charge of any vessel shall not permit the loading of that vessel to exceed the loading limits whether expressed by weight or numbers of persons for which that vessel was designed or is constructed nor shall he permit that load to be distributed in or on the vessel in such a way as injuriously to affect the vessel's stability or manoeuvrability. Provided that not more than one of such owner master or person in charge shall be punished in respect of the same offence.

### **Boatman's Licence**

73 The master of any passenger vessel used or navigated on the Thames and carrying twelve or more passengers shall hold the appropriate Licence issued by the Department of Transport and shall upon demand of by any Officer of the Authority produce such Licence or Certificate for inspection to that officer or shall within five days produce the same at the Authority's Navigation Office at Reading.

### **No one to navigate vessels whilst under the influence of drink or drugs**

74 No person shall navigate or attempt to navigate or be in charge of a vessel on the Thames under the influence of drink or of a drug or drugs to such an extent that his ability to have proper control of such vessel may be impaired.

### **Useless or derelict vessels**

75 No person shall place or allow to be placed or remain upon any part of the Thames any useless or derelict vessel without the previous consent of the Authority and shall without undue delay remove the same on being requested to do so by any Officer of the Authority.

### **Prohibition of unauthorised signs**

76 No person shall without the previous consent in writing of the Authority in, on or adjacent to the river knowingly display or knowingly cause to be displayed any notice or sign containing any statement relating to the use of the river, or towpaths or land of the Authority.

## CONSTRUCTION EQUIPMENT AND LICENSING OF VESSELS

### Requirements as to construction and equipment

77 *Revoked* – Article 30(2) The Environment Agency (Inland Waterways) Order 2010; Schedule 6, Part 2

### Licences for vessels

78 *Revoked* – Article 30(2) The Environment Agency (Inland Waterways) Order 2010; Schedule 6, Part 2

### Licence plates and production thereof

79 *Revoked* – Article 30(2) The Environment Agency (Inland Waterways) Order 2010; Schedule 6, Part 2

### Inspection of vessels

80 *Revoked* – Article 30(2) The Environment Agency (Inland Waterways) Order 2010; Schedule 6, Part 2

### Exemption of vessels from licensing

81 *Revoked* – Article 30(2) The Environment Agency (Inland Waterways) Order 2010; Schedule 6, Part 2 .

### Engines generating electricity etc.

82 *Revoked* – Article 30(2) The Environment Agency (Inland Waterways) Order 2010; Schedule 6, Part 2

### Carriage of fuel

83 The master of a vessel shall take all reasonable precautions for the prevention of accidents by fire or explosion.

### Notice of accidents

84 On the occurrence of any fire explosion or other similar accident on board any vessel on the Thames the master or owner thereof shall unless reasonably prevented from doing so within twenty-four hours thereafter send to the Authority at their regional head office in Reading for the time being notice in writing giving all information in his power as to the locality as well as the day and hour of the accident the cause of the accident the part or parts (if any) that failed and the extent of the failure and the damage (if any) to persons or property and such other particulars (if any) as the Authority may reasonably require and provided the master or owner shall give to the Authority all reasonable facilities for so doing the Authority shall within three days after the receipt of such notice as aforesaid inspect or cause the vessel to be inspected and for that purpose the vessel shall be preserved and kept by the owner as nearly as possible in the exact condition in which the vessel was after the completion of the fire or other accident.

## **Penalties**

- 85 (a) Any person who shall offend against any of these Byelaws shall for every offence be liable to a penalty not exceeding:
- (i) in the case of offences against Byelaws numbered 5 to 23, 25 to 27, 29 to 60, 62 to 75, 84 and 85, level 3 on the Standard Scale;
  - (ii) in any other cases, level 2 on the Standard Scale and in the case of a continuing offence to a further daily penalty not exceeding £10 (ten pounds) which said penalties shall be recoverable enforced and applied according to the provisions of the Acts.
- (b) Where any offence against these Byelaws is committed in respect of any vessel the person in charge and the owner of the vessel shall be liable to be proceeded against and punished provided that the person in charge and the owner of the vessel be not both punished in respect of the same offence.

*Signed by Common Seal of Agency*

## **APPENDIX A**

For ease of reference this appendix contains extracts and summaries of additional Local Navigation and River use-related legislation pertaining to the Thames. It does not include extracts or summaries of other national legislation e.g. Merchant Shipping Acts.

### **Thames Conservancy Act 1932**

**Sections 60-71:** No works to be built on or in the Thames without a licence, authority to charge a rent, power to remove unlicensed works (see also byelaw 69)

**Sections 81 to 85:** Powers of harbourmasters, masters of vessels to comply with directions of harbourmasters (see also Byelaws 58 and 64)

**Section 92:** (1) Every launch registered under this Act shall when in course of navigation under mechanical power after sunset and before sunrise on any part of the Thames carry and exhibit the following lights (namely):-

- (a) On or before the foremast or if there be no foremast on the funnel or on a staff at the bow in either case at a height above the hull of not less than four feet a bright white light.
- (b) On the starboard side a green light; and
- (c) On the port side a red light;

and every such light shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least one mile.

- (2) Where any launch is in course of navigation under mechanical power after sunset and before sunrise without carrying and exhibiting such lights in manner aforesaid the master of such launch shall be liable to a penalty not exceeding one thousand pounds.

**Note:** See also 5(f) and Appendix B.

**Section 95:** Every pleasure boat used on the Thames above Teddington Lock shall be deemed to be in charge of one person who shall be in every case the registered owner of such boat or in the absence of such owner the person duly appointed or permitted by him to be in charge or the person hiring such a boat and in the absence of any such person then any person having control or being in command of such a boat

**Section 96:** Every person for the time being in charge of any pleasure boat on the Thames shall be responsible for the conduct of all persons on board such boat and upon proof that an offence under this Act or under any byelaw made by the Conservators and for the time being in force has been committed by any person on board such boat on the Thames and that the person in charge has refused to give the name and address of the offender or by his own negligence or in default has been unable to give such information the person in charge shall for every such offence be liable to a penalty not exceeding one thousand pounds.

**Section 97:**

- (1) Every vessel navigating the Thames shall be navigated with care and caution and at such a speed and in such a manner as not to endanger the lives of or cause injury to persons or to endanger the safety of or cause damage to other vessels or any moorings or to the banks of the Thames or other property.
- (2) Special care and caution shall be used in navigating vessels when passing vessels of all kinds especially those of the smaller classes and such as are employed in dredging or removing sunken vessels or other obstructions.
- (3) If the life of any person or the safety of any vessel mooring bank or other property is endangered or injury or damage is caused to any person vessel mooring bank or other property by a passing vessel the onus shall lie upon the person in charge of such passing vessel to show that she was navigated with care and caution and at such a speed and in such a manner as directed by this section.
- (4) The person in charge of any vessel who in navigating such vessel contravenes or fails to observe the provisions of this

section shall for every such offence be liable to a penalty not exceeding one thousand pounds.

- (5) If any person holding any launch certificate under this Act be twice convicted of any offence against this section such certificate shall forthwith thereafter cease to be of any force and it shall be in the discretion of the Conservators whether or not they will grant a fresh certificate to such person And if there be two convictions of offences against this section arising out of the navigation of any one and the same launch in respect of which there is a launch certificate for the time being in force such certificate shall forthwith cease to be of any force and it shall be in the discretion of the Conservators whether or not they will grant a fresh certificate in respect of such a launch.
- (6) For the purpose of enforcing this section the clerk to the justices before whom any conviction under it shall take place shall notify such conviction by letter to the secretary in all cases where the Conservators are not themselves the prosecutors. (see also Byelaws 24-42).

**Section 102:** If any person wilfully does any of the following things (namely):-

- (1) Opens or causes to be opened any lock gate paddle valve clough or sluice belonging to any lock or weir on the Thames;
- (2) Flushes or draws down or causes to be flushed or drawn down water from any lock or lock cut on the Thames;
- (3) Cut breaks or injuries or causes to be cut broken or injured any tree hedge fence embankment bridge post rail or other work upon any lands belonging to the Conservators or used for any purposes of this Act;
- (4) Injures any towpath of the Thames

he shall for every such offence be liable to a penalty not exceeding one thousand pounds (see also Byelaw 49).

**Section 108:** Persons not to obstruct the towpath.

**Section 109:** Owners of vessels liability for damage caused by that vessel to any banks or works of the Authority

**Section 123&129:** Person not to pollute the River (see also Byelaw 66)

### **Thames Conservancy Act 1950**

**Section 12:** Gives authority to enter and inspect vessels (see also Byelaw 80)

**Section 13:** Names of launches to be conspicuously displayed

**Section 15** Owners of vessels to provide information as to “the person in charge”

**Section 16:** Gives authority to remove sunk or abandoned vessels (see also Byelaw 75)

### **Thames Conservancy Act 1966**

**Section 9:** All boats (other than those exempted) to be registered

**Section 10:** Gives authority to cancel registration

### **Thames Conservancy Act 1972**

**Section 23:** Adds to the general prohibition of the use of firearms etc., the discharge of fireworks etc., on or about the River Thames and its banks.

## **APPENDIX B**

### **COLLISION REGULATIONS**

#### **POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES**

##### **1. Definition**

The term “height above the hull” means height above the uppermost continuous deck. This height shall be measured from the position vertically beneath the location of the light.

##### **2. Vertical positioning and spacing of lights**

(a) On a power-driven vessel of 20 metres or more in length the masthead lights shall be placed as follows:

(i) the forward masthead light, or if only one masthead light is carried, then that light, at a height above the hull of not less than 6 metres, and, if the breadth of the vessel exceeds 6 metres, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 12 metres;

(ii) when two masthead lights are carried the after one shall be at least 4.5 metres vertically higher than the forward one.

(b) The vertical separation of masthead lights of power-driven vessels shall be such that in all normal conditions of trim the after light will be seen over and separate from the forward light at a distance of 1,000 metres from the stern

when viewed from sea level.

(c) The masthead light of a power-driven vessel of 12 metres but less than 20 metres in length shall be placed at a height above the gunwale of not less than 2.5 metres.

(d) A power-driven vessel of less than 12 metres in length may carry the uppermost light at a height of less than 2.5 metres above the gunwale. When however a masthead light is carried in addition to sidelights and a stern light, then such masthead light shall be carried at least 1 metre higher than the sidelights.

(e) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as either the forward masthead light or the after masthead light; provided that, if carried on the aftermast the lowest after masthead light shall be at least 4.5 metres vertically higher than the forward masthead light.

(f) (i) the masthead light or lights prescribed in Rule 23(a) shall be so placed as to be above and clear of all other lights and obstructions except as described in sub-paragraph (ii).

(ii) when it is impracticable to carry the all-round lights prescribed by Rule 27(b)(i) or Rule 28 below the masthead lights, they may be carried above the after masthead light(s) or vertically in between the forward masthead light(s) and after the masthead light(s), provided that in the latter case the requirement of Section 3(c) of this Appendix shall be complied with.

(g) The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three quarters of that of the forward masthead light. They shall not be so low so as to be interfered with by deck lights.

(h) The sidelights, if in a combined lantern and carried on a power-driven vessel of less than 20 metres in length, shall be placed not less than one metre below the masthead light.

(i) When the rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:-

(i) on a vessel of 20 metres in length or more such lights shall be spaced not less than 2 metres apart, and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 4 metres above the hull;

(ii) on a vessel of less than 20 metres in length such lights shall be spaced not less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 2 metres above the hull;

(iii) when three lights are carried they shall be equally spaced.

(j) The lowered of the two all-round lights prescribed for a vessel when engaged in fishing shall be at a height above the sidelights not less than twice the distance between the two vertical lights.

(k) The forward anchor light prescribed in Rule 30(a)(i), when two are carried, shall not be less than 4.5 metres above the after one. On a vessel of 50 metres or more in length this forward anchor light shall be placed at a height of not less than 6 metres above the hull.

**3. Horizontal position and spacing of lights.**

(a) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 metres. The forward light shall be placed not more than one quarter of the length of the vessel from the stern.

(b) On a power-driven vessel of 20 metres or more in length the sidelights shall not be placed in front of the forward masthead lights. They shall be placed at or near the side of the vessel.

(c) When the lights prescribed in Rule 27(b)(i) or Rule 28 are placed vertically between the forward masthead light(s) and the after masthead light(s) these all-round lights shall be placed at a horizontal distance of not less than 2 metres from the fore and aft centerline of the vessel in the athwartship direction.

**4. Details of location or direction indicating lights for fishing vessels, dredgers and vessels engaged in underwater operations.**

(a) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 26(c)(ii) shall be placed at a horizontal distance of not less than 2 metres and not more than 6 metres away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 26(c)(i) and not lower than the sidelights.

(b) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and or the side on which it is safe to pass, as prescribed in Rule 27(b)(i) and (ii), shall be placed at the maximum practical horizontal distance, but in no case less than 2 metres, from the lights or shapes prescribed in Rule 27(b)(i) and (ii). In no case shall the upper of these lights or shapes be at a greater height than the lower of the three lights or shapes prescribed in rule 27(b)(i) and (ii).

**5. Screens for sidelights**

The sidelights of vessels of 20 metres or more in length shall be fitted with inboard screens painted matt black, and meeting the requirements of Section 9 of this Appendix. On vessels of less than 20 metres in length the sidelights, if necessary to meet the requirements of Section 9 of this Appendix, shall be fitted with inboard matt black screens. With a combined lantern using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.

## 6. Shapes

(a) Shapes shall be black and of the following sizes

- (i) a ball shall have a diameter of not less than 0.6 metre;
- (ii) a cone shall have a base diameter of not less than 0.6 metre and a height equal to its diameter;
- (iii) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its diameter;
- (iv) a diamond shape shall consist of two cones as defined in (ii) above having a common base.

(b) The vertical distance between shapes shall be at least 1.5 metres.

(c) In a vessel of less than 20 metres in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

## 7. Colour specification of lights.

The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each colour by the International Commission on Illumination (CIE).

The boundaries of the area for each colour are given by indicating the corner co-ordinates, which are as follows:

(i) white

x	0.525	0.525	0.452	0.310	0.310	0.443
y	0.382	0.440	0.440	0.348	0.283	0.382

(ii) green

x	0.028	0.009	0.300	0.203
y	0.385	0.723	0.511	0.356

(iii) red				
x	0.680	0.660	0.735	0.721
y	0.320	0.320	0.265	0.259

(iv) yellow				
x	0.612	0.618	0.575	0.575
y	0.382	0.382	0.425	0.406

**8. Intensity of lights**

(a) The minimum luminous intensity of lights shall be calculated by using the formula:

$$I = 3.43 \times 10^6 \times T \times D^2 \times K^{-D}$$

where I is luminous intensity in candelas under service conditions.

- T is threshold factor  $2 \times 10^{-7}$  lux,
- D is range of visibility (luminous range) of the light nautical miles,
- K is atmospheric transmissivity.

For prescribed lights the value of K shall be 0.8, corresponding a meteorological visibility of approximately 13 nautical miles.

(b) A selection of figures derived from the formula is given in the following table:

Range of visibility (luminous range) of light in nautical miles D	Luminous intensity of light in candelas for K = 0.8 I
1	0.9
2	4.3
3	12.0
4	27.0
5	52.0
6	94.0

NOTE: The maximum luminous intensity of navigation lights should be limited to avoid undue glare. This shall not be achieved by a variable control of the luminous intensity.

**9. Horizontal Sectors**

- (a) (i) In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities shall decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors.
- (ii) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21. From 5 degrees within the

prescribed sectors the intensity may decrease by 50 percent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed sectors.

- (b) All-round lights shall be so located so as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights prescribed in rule 30, which need not be placed at an impracticable height above the hull.

#### **10. Vertical Sectors**

- (a) The vertical sectors of electric lights as fitted, with the exception of lights on sailing vessels shall ensure that:

- (i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

- (ii) at least 60 per cent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.

- (b) In the case of sailing vessels underway the vertical sectors of electric lights as fitted shall ensure that:

- (i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

- (ii) at least 50 per cent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.

- (c) In the case of lights other than electric these specifications shall be met as closely as possible.

#### **11. Intensity of non-electric lights**

Non-electric lights shall so far as practicable comply within the minimum intensities, as specified in the table given in Section 8 of this Appendix.

#### **12. Manoeuvring light**

Notwithstanding the provisions of paragraph 2(f) of the Appendix the manoeuvring light described in rule 34(b) shall be placed in the same fore and aft vertical plane as the masthead light or lights and where practicable at a minimum height of 2 metres vertically above the forward masthead light, provided that it shall carry not less than 2 metres vertically above or below the after masthead light. On a vessel where only 1 masthead light is carried the manoeuvring light, if fitted, shall be carried where it can be seen, not less than 2 metres vertically apart from the masthead light.

#### **13 Approval**

The construction of lights and shapes and the installation of lights on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.