

THE COMPANY OF PROPRIETORS OF THE STROUDWATER NAVIGATION.

BYE-LAWS (from D1180/7/6)

For the good government of the Company and the good and orderly using of the Navigation.

Made and passed by the Company at a General Assembly held at Wallbridge, near Stroud, in the County of Gloucester, on the 25th day of April, 1905, and to come into operation on the 29th day of September 1905.

Interpretation of Terms.

1.— Throughout these Bye-laws the following words or expressions shall have the meanings hereinafter respectively assigned to them, unless such meanings be inconsistent with the context or subject matter in connection with which such words or expressions occur, namely:-

- (a) "The Company " means The Company of Proprietors of the Stroudwater Navigation.
- (b) "The Canal" means the Company's Canal or Waterway, and every part thereof.
- (c) "Premises of the Company" means and includes the Canal and the docks thereon, and the towing-path alongside the Canal, and the bridges and aqueducts over and under the Canal, and all wharves, gates, walls, fences and all other land and hereditaments belonging to the Company in connection with its undertaking.
- (d) "Officer of the Company" means any person employed by the Company in or upon the premises of the Company.
- (e) "Master," when used in relation to any vessel, means the person having the command or charge of such vessel for the time being.
- (f) "Vessel" means any vessel, ship, boat, fly-boat, launch, barge, steamer, lighter, keel, raft, wherry, or other craft of any kind, whether navigated by steam or otherwise.
- (g) "Paddle " means any clough, sluice, valve, or paddle.
- (h) "Dues " means any rates, duties, tonnage, or tolls on goods carried on the Canal, wharfage charges, lockage dues, and any other rates, duties, tonnage, tolls, charges, or dues to which the Company are or may be entitled in connection with the said Navigation.
- (i) "Carriage" means any carriage, cart, wagon, bicycle, tricycle, motor-car, motor-bicycle, motor-tricycle, heavy or light locomotive, sledge, truck, barrow, or any other vehicle or thing similar to any of those herein expressly specified.

The Interpretation Act, 1889, shall apply to the interpretation of these Bye-laws in the same way that it applies to the interpretation of an Act of Parliament.

Repeal of Former Bye-laws.

2.— From and after the date at which these Bye-laws come into operation, all Bye-laws formerly made by the Company, except those made in pursuance of The Explosives Act, 1875, for regulating the conveyance, loading, and unloading of explosives upon the said Navigation, shall be and the same are hereby repealed; but such repeal shall not interfere with the prosecution of any offence committed before such repeal against such previous Bye-laws, or the recovery of any penalty incurred thereunder.

General Navigation of Vessels.

3.— No person shall navigate any vessel on the Canal unless there shall at the time of such navigation be at least three able and sufficient male persons belonging to and attending upon such vessel, and during the passage of a vessel through any lock two at least of such persons shall be and remain on the towing-path in attendance upon such vessel.

4.— No person shall navigate on the Canal any vessel with a sail hoisted within a distance of one hundred yards from any bridge or lock.

- 5.—No person shall steer more than one vessel at a time, or take or have any other vessel or vessel in tow unless each vessel being towed is in charge of a separate steersman.
- 6.—Whenever, from want of water or any other cause, two or more vessels shall stop or be detained at or near the same place on the Canal, the Masters of such vessels shall moor the same in a successive line astern, and not abreast of one another.
- 7.—Whenever, from want of water or any other cause, any vessel shall stop or be detained at any place on the Canal, the Master of such vessel shall moor the same on the side of the Canal opposite to the towing-path, and not elsewhere.
- 8.—Every Master shall moor his vessel fore and aft whilst such vessel is lying in the Canal or any Basin thereof, and no person shall wilfully unmoor any vessel or leave it unmoored whilst so lying.
- 9.—No person shall navigate any vessel upon the Canal at a speed exceeding 4 miles an hour.
- 10.—No person in navigating a vessel on the Canal shall fasten or attach any line or rope to any paddle-start or any hand-rail or other part of a lock-gate.

Passing Through Locks.

- 11.—No person shall navigate a vessel on the Canal through any lock on Sundays, or between sunset and sunrise on any other days.
- 12.—No person shall navigate a vessel on the Canal into any lock until the pair of entrance gates of such lock have been fully opened, or out of any lock until the pair of outlet gates of such lock have been fully opened.
- 13.—No Master shall, unless otherwise directed by an Officer of the Company, suffer his vessel to remain in any lock longer than is necessary to enable his vessel to pass through such lock.
- 14.—The Master of a vessel going down the Canal and approaching a lock shall if the lock be empty, shut the lower gates and see that their paddles are closed before drawing the side or ground paddles and the paddles (if any) of the upper gates, and shall if the lock be full, shut the upper gates and see that such paddles are closed before drawing the paddles of the lower gates.
- 15.—Unless otherwise directed by an Officer of the Company, if there be one or more vessels within 300 yards of a lock both above and below such lock, such vessels shall (subject to No 17 of these Bye-laws) pass through by turns; the first vessel to pass through being one from below if the lock be empty, and one from above if the lock be full.
- 16.—No person shall navigate any vessel on the Canal through any lock without having a proper guard or fender over the fore part of the stem of such vessel, and also the necessary straps or check-ropes at the stem and stern of such vessel.
- 17.—Every Master of a vessel on the Canal shall give precedence in passing any lock to all vessels belonging to the Company.
- 18.—No person shall drop any paddle of the Canal without gradually lowering the same, or draw the paddle of any lock before the lock gates are shut together.
- 19.—No person shall open, either wholly or partially, the gates of any lock before the water in such lock has attained its proper level.

Production of Tickets.

- 20.—Every Master navigating a vessel on the Canal shall, when required, produce to any duly authorised Officer of the Company the Ticket or other document containing an account of the goods in or upon such vessel.

Accounts and Payment of Dues.

- 21.—Every person who shall load a vessel on the Canal with goods shall render to the duly authorised Officer of the Company a true account in writing of such goods, signed by the Master of such vessel, stating the weight, quantity, and description of such goods.
- 22.—No person shall navigate any vessel into the Canal from the Gloucester and Berkeley Canal, or from the Canal into the Gloucester and Berkeley Canal, until after a true account in writing of all goods in or upon such vessel, signed by the Master of such vessel, stating the weight, quantity and

description of such goods, has been given and all dues payable thereon have been paid to the Officer of the Company authorised to receive the dues payable for navigating such vessel through the Junction with the Gloucester and Berkeley Canal at Saul.

23.—No person shall navigate any vessel into the Canal without shewing to a duly authorised Officer of the Company and permitting him to make a copy of the ticket or other document containing an account of the goods in or upon such vessel, or without giving to such Officer a true account in writing, signed by the Master of such vessel, stating the weight, quantity and description of such goods, whence they were brought, and where it is intended that they shall be landed.

Loading and Unloading.

24.—Every person bringing any goods into or upon any wharf, stage, landing-place or warehouse shall place such goods on such part of such wharf, stage, landing-place or warehouse as a duly authorised Officer of the Company shall direct and not elsewhere. No person shall without the express authority of a duly authorised Officer of the Company place or deposit any goods on any part of the towing-path of the Canal.

25.—No person shall take any goods on board, or discharge any goods from, any vessel on the Canal whilst such vessel is in any lock or under any bridge or on any aqueduct.

Animals and Carriages.

26.—The Master of every vessel on the Canal shall use all reasonable and proper precautions for preventing any horse or other animal employed in towing his vessel from trespassing upon any lands adjoining the premises of the Company.

27.—No person shall without the leave of the Company ride, drive, lead, place, or leave any horse or other animal on the towing-path, unless such horse or other animal be then employed in the navigation of the Canal or in the service of the Company, or ride, drive, wheel, or otherwise propel or set in motion any carriage, or place or leave any obstruction, on the towing-path of the Canal.

Gates and Bridges.

28.—No person passing through any gate on the towing-path shall leave such gate open by propping it open or otherwise preventing it from shutting.

29.—No person shall, without lawful authority or excuse, open or unfasten, or leave open or unfastened, any Swivel Bridge upon or over the Canal, or cause any such Bridge to swing unnecessarily.

Bathing, Fishing and Carrying Guns.

30.—No person shall bathe, or unless legally entitled to do so shall angle, fish, or net in the Canal, or use or carry any loaded gun or other fire-arms on the premises of the Company.

Polluting the Canal.

31.—No person shall empty or put, or permit or suffer to be emptied or put, into the Canal any sewage or other filthy, noxious or polluting matter or throw or drop any matter or thing into the Canal, or wash or drown any animal therein or dredge, rake or scoop therein.

Various Trespasses.

32.—No person shall,

- (a) without lawful authority or excuse open or cause to be opened any lock-gate, or any paddle;
- (b) wilfully or negligently cause or permit any vessel to strike any bridge, bank, lock or other works of the Company;
- (c) flush or draw off water from the Canal; or
- (d) leave any paddle open so as to waste the water.

33.—No person shall use any boat-hook or shaft shod with iron on the premises of the Company, or any other instrument so as to injure such premises.

34.—No person who is not lawfully entitled to do so shall enter upon or use any part of the premises of the Company.

35.—No person shall wilfully cause any damage to any part of the premises of the Company, or use any abusive or threatening language to, or obstruct, any Officer of the Company in the execution of his duty.

Penalties.

36.—Any person offending against any of the foregoing Bye-laws shall be liable, on prosecution by the Company and summary conviction, to a penalty not exceeding £5 for each such offence.

37.—The liability to, or payment of, any penalty for any breach of these Bye-laws shall be in addition and without prejudice to any liability of the offender for damage occasioned by such offence.

The Common Seal of the Stroudwater Navigation Company was hereunto affixed in the presence of Charles H Hooper, Chairman, and Wm James Snape, Clerk, Canal Office, September 20th, 1905.

The Board of Trade hereby approve the foregoing Bye-Laws, Herbert Jeckyll, Assistant Secretary Board of Trade, 28 September 1905.

The foregoing copy of Bye-laws is hereby authenticated by the Common Seal of the Company of Proprietors of the Stroudwater Navigation this twenty-fifth day of October, One thousand nine hundred and five. Signature of Chairman and Clerk and impression of seal.

Followed by extracts from the 1776 Act authorising the Company to make Bye Laws and then 20 Bye Laws in pursuance of the Explosives Act 1875 that were authorised in December 1876.