



CHAPTER clxxiii.

An Act to consolidate amend and extend the statutory powers of the Port of London Authority and for other purposes. A.D. 1920.
[23rd December 1920.]

WHEREAS by the Port of London Act 1908 the Port of London Authority (in this Act called "the Port Authority") were incorporated and by that Act and the subsequent Acts mentioned in Part VII. of the Third Schedule to this Act certain property powers rights authorities privileges duties and obligations were vested in or transferred to or conferred or imposed on the Port Authority :

And whereas the Port Authority have from time to time issued port stock of various classes under the powers in that behalf conferred upon them by the Port of London Act 1908 and the following stocks were outstanding at the date of the passing of this Act :—

£9,379,752	0	0	3 per cent. A port stock 1929–1999 ;
£13,210,706	16	0	4 per cent. B port stock 1929–1999 ;
£2,000,000	0	0	3½ per cent. inscribed port stock 1949–1999 ;
£1,000,000	0	0	4 per cent. inscribed port stock 1940–1960 (issued 17.12.13) ;
£1,000,000	0	0	4 per cent. inscribed port stock 1940–1960 (issued 17.6.14) ;
£500,000	0	0	5¼ per cent. inscribed port stock 1921 ;
£1,000,000	0	0	5¾ per cent. inscribed port stock 1923–1933 :

And whereas it is expedient that the provisions of the various statutes by which or by reference to which the constitution powers rights authorities privileges duties and obligations

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A.D. 1920. of the Port Authority are at present defined should be unified
— consolidated and amended as in this Act appears :

And whereas the objects of this Act cannot be effected
without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted
and be it enacted by the King's most Excellent Majesty by and
with the advice and consent of the Lords Spiritual and Temporal
and Commons in this present Parliament assembled and by the
authority of the same as follows :—

PART I.

PRELIMINARY.

Short title. 1. This Act may be cited for all purposes as the Port of
London (Consolidation) Act 1920.

Interpreta- 2. In this Act the following words and expressions have
tion. the meanings hereby assigned to them respectively unless there
be something in the subject or context repugnant to such
construction (namely) :—

The expression "Port of London" means the port within
the limits described in the First Schedule to this Act;

The expression "the corporation" means the mayor alder-
men and commons of the city of London in common
council assembled;

The expression "the Trinity House" means the master
wardens and assistants of the guild fraternity or brother-
hood of the Most Glorious and Undivided Trinity and
of St. Clement in the parish of Deptford Strond in the
county of Kent commonly called the Corporation of the
Trinity House of Deptford Strond;

The expression "goods" includes live stock minerals and
merchandise of all descriptions;

The expression "rates" includes all duties of tonnage port
rates on goods dock dues canal dues registration fees and
other tolls charges and dues payable to the Port Autho-
rity whether in respect of ships goods river craft or
otherwise;

The expression "vessel" includes ship boat lighter and craft of every kind and whether navigated or propelled by steam or otherwise and seaplanes hydroplanes and similar craft; A.D. 1920.

The expression "ship" includes every description of vessel used in navigation not propelled by oars;

The word "lighter" includes any barge or other like craft for carrying goods;

The expression "river craft" means any tug river steam-boat motor boat lighter or barge registered under Part VI. of this Act;

The expression "wharfinger" means the occupier of a wharf quay warehouse or granary adjoining the Port of London mainly used for warehousing the goods imported into the Port of London of persons other than the occupier of such premises;

The expression "prescribed" means prescribed by regulations made by the Ministry of Transport;

"The London Docks" means and includes the docks basins cuts locks entrances works warehouses buildings wharfs quays lands estates and other landed property formerly vested in the London Dock Company or now or at any time added to or forming part of the same dock system;

"The St. Katharine Docks" means and includes the docks basins cuts locks entrances works warehouses buildings wharfs quays lands estates and other landed property formerly vested in the St. Katharine Dock Company or now or at any time added to or forming part of the same dock system;

"The Victoria and Albert Docks" means and includes the Royal Victoria Dock the Royal Albert Dock and the Royal Albert Dock Extension and all other docks basins cuts locks entrances works warehouses buildings wharfs quays lands estates and other landed property now or at any time added to or forming part of the Victoria and Albert Dock system;

"The Tilbury Docks" means and includes the docks basins cuts locks entrances works warehouses buildings wharfs

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quays piers jetties lands estates and other landed property forming part of the works situate in the parishes of Grays Thurrock Little Thurrock and Chadwell St. Mary's in the county of Essex formerly vested in the East and West India Dock Company or now or at any time added to or forming part of the same works;

“The East and West India Docks” means and includes the docks basins cuts locks entrances works warehouses buildings wharfs estates lands quays and other landed property formerly vested in the East and West India Dock Company other than the Tilbury Docks;

“The Surrey Canal” means the Grand Surrey Canal and all such parts of the Surrey Commercial Docks as are from time to time used as a canal for the conveyance of goods by water and for purposes connected with such conveyance;

“The Surrey Commercial Docks” means and includes the docks basins cuts locks timber ponds entrances works warehouses buildings wharfs quays lands estates and other landed property formerly vested in the Surrey Commercial Dock Company or now or at any time added to or forming part of the same dock system other than those forming part of or comprised in the Surrey Canal;

“The Millwall Docks” means and includes the docks basins cuts locks entrances canal works warehouses buildings wharfs quays lands estates and other landed property formerly vested in the Millwall Dock Company or now or at any time added to or forming part of the same dock system;

The expression “docks and works” means and includes the docks canals piers wharfs quays bridges railways stations and other works and conveniences and the lands and buildings hereditaments and property of every description and of whatever nature of or at any time vested in or belonging to the Port Authority;

The expression “undertaking” means the undertaking for the time being of the Port Authority;

The word “superintendent” means the superintendent of any docks works warehouses or premises for the time

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being under his control and shall include his deputies and assistants appointed by the Port Authority; A.D. 1920.

The word “dockmaster” used with reference to a dock or canal means the dockmaster canal master or canal ranger of such dock or canal and shall include his deputies and assistants appointed by the Port Authority;

The word “conservators” means Conservators of the River Thames;

The expression “the Watermen’s Company” means the master wardens and commonalty of watermen and lightermen of the River Thames;

The word “pier” includes any floating pier and any jetty;

The word “wharf” includes any wall and building adjoining the River Thames;

The word “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;

The word “ballast” includes every kind of gravel sand and soil and every commodity or thing commonly used for the ballasting of vessels;

The expression “daily penalty” means penalty for each day on which any offence is continued after conviction therefor;

The word “London” used in connexion with the publication of any notice or byelaw proposed or made means the administrative county of London.

3. On the commencement of but subject to the provisions of this Act the several Acts mentioned in the Third Schedule to this Act so far as the same are still in force are hereby repealed subject as regards the Port of London Act 1908 the Surrey Commercial Dock Act 1864 and the Watermen’s and Lightermen’s Amendment Act 1859 to the exceptions in the said schedule mentioned. Repeal of Acts.

4.—(1) Notwithstanding the repeal of any of the Acts repealed by this Act the several sections and provisions thereof which are set forth in the Fourth Schedule to this Act shall Saving of repealed sections of Acts.

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A.D. 1920. — so far as the same are at the commencement of this Act in force remain in full force and this Act and the several powers and provisions thereof affecting the several docks of the Port Authority to which such scheduled sections and provisions respectively relate shall in all respects be subject and without prejudice to such scheduled sections and provisions respectively and this Act or anything therein contained shall not (except as in that schedule is otherwise expressed) alter or affect those scheduled sections and provisions or any of them save only that on and after the commencement of this Act all words and expressions in those scheduled sections and provisions respectively relating to the respective dock companies named therein and their respective directors or to the conservators by whatever name called shall apply to and mean the Port Authority and all words and expressions respectively relating to the officers and servants of such dock companies or of the conservators respectively shall apply to and mean the officers and servants of the Port Authority.

(2) Where under any of the said scheduled sections any rights powers immunities or privileges are expressed to be vested in or reserved to any specified corporation or body such rights powers immunities or privileges shall be deemed to be vested in or reserved to and shall enure for the benefit of the corporation or body in or by which the same shall be vested or exercisable at the date of the passing of this Act.

(3) Where any of the said scheduled sections has been amended by any section of a later Act which is also scheduled as aforesaid the section so amended shall remain in force and shall have effect as so amended :

Provided always that section 4 of the Port of London Act 1912 and section 35 of the Port of London Act 1917 both of which sections are so scheduled as aforesaid shall be read and construed and have effect as varied by order of the Minister of Transport dated the fourth day of November one thousand nine hundred and nineteen extending each of the periods therein specified for one year and of a further order of the said Minister dated the seventh day of October one thousand nine hundred and twenty extending each of the said periods for a further period of one year.

Saving of provisions relating to

5. The provisions of the Thames Conservancy Act 1894 as amended and supplemented by the Thames Conservancy Act

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1905 the Port of London Act 1908 the Thames Conservancy (Appointments and Tolls) Provisional Order Act 1910 and the Thames Conservancy Act 1911 shall notwithstanding anything contained in this Act continue in force so far as the same relate to or affect the Thames as defined in clause 3 of the Thames Conservancy (Appointments and Tolls) Order 1910 and the tributaries thereof not being any of the tributaries defined by and included in the section of this Act whereof the marginal note is "Interpretation in provisions of this Act relating to pollution" and so far as the same relate to or affect the appointment terms of office rights powers duties and obligations of the conservators as defined by and under the joint operation of the above-mentioned Acts and so far as the same relate to or affect the powers and duties of any Government department under the above-mentioned Acts in relation to the Thames so defined as above mentioned and to the conservators and the repeal of the several Acts mentioned in the section of this Act whereof the marginal note is "Repeal of Acts" shall not affect any powers of the conservators subsisting immediately before the passing of this Act under the repealed Acts or any of them and all such powers shall remain in full force and be exercisable by the conservators to the same extent as if this Act had not been passed and all acts works matters and things before the commencement of this Act done or commenced by the conservators under the powers of the repealed Acts or any of them and which were at the commencement of this Act valid and available or in progress and all existing notices adjustments agreements conveyances contracts covenants deeds instruments leases obligations rights and remedies shall be and continue valid and available for all purposes and for and against all parties and may be continued enforced and completed as if this Act had not been passed.

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Upper
River.

PART II.

THE PORT OF LONDON AUTHORITY.

Constitution and General Powers and Provisions.

6.—(1) There shall be a chairman and vice-chairman and other members of the Port Authority elected and appointed in manner provided by this Act for the purpose of administering preserving and improving the Port of London and otherwise for

Port Authority to continue incorporated.

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A.D. 1920. the purposes of this Act and the several persons who now constitute and shall from time to time constitute the Port Authority shall notwithstanding the repeal of enactments effected by this Act continue and be a body corporate by the name of "the Port of London Authority" and by that name shall continue to have perpetual succession and a common seal having power to acquire and hold land for the purposes of this Act without licence in mortmain.

(2) The several persons who were respectively the chairman vice-chairman and other members of the Port Authority immediately before the passing of this Act shall be the first chairman vice-chairman and other members of the Port Authority after the passing of this Act and shall be and continue in office from and after the passing of this Act for the same period and on the same terms and conditions as if the Port of London Act 1908 had not been partially repealed by this Act.

(3) Subject to the provisions of this section the chairman and vice-chairman shall be appointed by the Port Authority. The person to be appointed to either such office may but need not be an elected or appointed member.

(4) Subject to the provisions of this section the number of elected members shall be eighteen of whom seventeen shall be elected by payers of rates (as defined in Part IV. of the Second Schedule to this Act) wharfingers and owners of river craft and one shall be elected by wharfingers.

(5) Subject to the provisions of this section the number of the appointed members shall be ten appointed as follows:—

By the Admiralty	-	-	-	-	-	-	-	-	1
By the Ministry of Transport	-	-	-	-	-	-	-	-	2
By the London County Council (being members of the council)	-	-	-	-	-	-	-	-	2
By the London County Council (not being members of the council)	-	-	-	-	-	-	-	-	2
By the corporation (being a member of the corporation)	-	-	-	-	-	-	-	-	1
By the corporation (not being a member of the corporation)	-	-	-	-	-	-	-	-	1
By the Trinity House	-	-	-	-	-	-	-	-	1

(6) With a view to providing for the representation of labour on the Port Authority one of the members of the Port Authority

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appointed by the Ministry of Transport shall be appointed by the Ministry after consultation with such organisations representative of labour as the Ministry think best qualified to advise them upon the matter and one of the members of the Port Authority appointed by the London County Council shall be appointed by that council after consultation with such organisations representative of labour as that council think best qualified to advise them upon the matter. A.D. 1920.

(7) Subject to the provisions of this section the Port Authority may pay to the chairman vice-chairman and chairman of any committee or to any of them such salaries or salary as the Port Authority may determine.

(8) Subject to the provisions of this section the provisions contained in the Second Schedule to this Act shall have effect with respect to the constitution and proceedings of the Port Authority and the election of and appointment of members.

7. Notwithstanding the repeal of any enactment all the estate right title and interest of the Port Authority in and to all real and personal property which were immediately before the passing of this Act vested in the Port Authority shall continue vested in them as if this Act had not been passed. Property to continue vested in Port Authority.

8. Notwithstanding the repeal of any enactment—

(1) All deeds conveyances grants assurances assignments leases purchases sales mortgages bonds covenants agreements securities and contracts and all working arrangements entered into or made and subsisting at the passing of this Act and then in force including any agreement or contract modified or varied by any repealed enactment and then in force as so modified or varied and all liabilities and obligations incurred before the passing of this Act and except where otherwise expressly provided in this Act all the provisions of any Act of Parliament (other than the repealed Acts) relating to the Port Authority or its undertaking and in force at the date of the passing of this Act shall be as binding and of as full force and effect in every respect against or in favour of and may be enforced as fully and effectually against or in favour of the Port Authority as they would or might have been Existing deeds contracts &c. to remain in force.

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against or in favour of the Port Authority if this Act had not been passed.

- (2) All Port of London stock issued by the Port Authority under the powers of the Port of London Act 1908 or any subsequent Act shall continue to carry and shall entitle the several holders thereof to the same rights privileges and priorities and shall be subject to the same regulations incidents and conditions as to redemption and in all other respects as if this Act had not been passed.
- (3) The port fund established under section 16 of the Port of London Act 1908 (in this Act referred to as "the port fund") shall continue and be maintained and all receipts of the Port Authority shall continue to be carried to that fund and all payments by the Port Authority shall continue to be made out of that fund.
- (4) Any action suit prosecution or other proceeding commenced before the passing of this Act either by or against the Port Authority shall not abate or be discontinued or prejudicially affected by this Act but shall continue and take effect both in favour of and against the Port Authority in like manner to all intents as if this Act had not been passed.
- (5) Every officer and servant of the Port Authority appointed or continued in his employment by virtue of or acting under any of the Acts repealed by this Act shall hold and enjoy his office and employment with the salary and emoluments thereunto annexed and be deemed an officer or servant of the Port Authority as the case may be until he shall vacate or be removed from such office or employment and he shall have the same rights and privileges and be subject to the same conditions of service powers of removal rules regulations pains and penalties as he would have had or been subject to if this Act had not been passed subject nevertheless and without prejudice to any powers authorities obligations pains or penalties vested in him or to which he may be subject under any provisions of this Act.

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- (6) The Port Authority shall for the purposes of this Act be and continue seised and possessed of and entitled to all things in action claims and demands whatsoever of or to which the Port Authority were seised possessed or entitled immediately before the passing of this Act. A.D. 1920.
- (7) All port rates duties of tonnage rates on vessels and goods warehousing and other charges tolls fees rents fines forfeitures penalties damages and other sums of money at the passing of this Act due or accruing due to the Port Authority may be collected and recovered by the Port Authority as if this Act had not been passed.
- (8) All books and documents which if this Act had not been passed would have been receivable in evidence shall be receivable in evidence as if this Act had not been passed.
- (9) All plans and books of reference and all corrections and certificates of correction thereof respectively deposited for the purposes of any repealed enactment with any clerk of the peace shall remain in his custody as if they were deposited for the purposes of this Act and in accordance with the provisions of the Act of the first year of Her late Majesty Queen Victoria chapter 83 and the same may be inspected and copies and extracts thereof taken accordingly.
- (10) In every case in which under any repealed enactment any money was before the commencement of this Act paid into the Bank of England or to any trustee or trustees as purchase or compensation money or on any account the money or the stocks funds or securities in or upon which the same is from time to time by the order of the Chancery Division of the High Court of Justice or otherwise invested and the interest dividends and annual produce thereof shall after the commencement of this Act be applied and disposed of pursuant to such repealed enactment.
- (11) All byelaws rules regulations and rates made or imposed by the Port Authority the conservators a

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dock company or the Watermen's Company or the court of the Watermen's Company and now enforceable by the Port Authority shall so far as they are not inconsistent with the provisions of this Act and until repealed altered or superseded remain in force in like manner and to the like extent as if this Act had not been passed Provided that any byelaws rules and regulations or rates made or imposed in pursuance of any power by the Port of London Act 1908 transferred from the conservators or the Watermen's Company or the court thereof to the Port Authority shall subject to any order made by the Ministry of Transport extend throughout the area within which the power in pursuance of which they were made or imposed is for the time being exercisable by the Port Authority.

- (12) Everything before the passing of this Act done suffered and confirmed respectively shall be as valid as if this Act had not been passed.

General duties as to improvement of river and accommodation and facilities.

9. It shall be the duty of the Port Authority subject to the provisions of this Act to take such steps from time to time as they may consider necessary for the improvement of the River Thames within the Port of London and the accommodation and facilities afforded in the Port of London and for these purposes the Port Authority may do all or any of the following things :—

- (A) Carry on the undertaking of any dock company transferred to the Port Authority :
- (B) Acquire and carry on any undertaking affording or intended to afford accommodation or facilities for the loading unloading or warehousing of goods in the Port of London :
- (C) Construct equip maintain or manage any docks quays wharfs jetties locks or piers and buildings railways and other works in connexion therewith :
- (D) Exercise any other powers conferred on the Port Authority by this Act.

Power to purchase undertakings.

10.—(1) It shall be lawful for the Port Authority and the owners of any undertaking affording or intended to afford

accommodation or facilities for the loading unloading or warehousing of goods in the Port of London with the consent of the Ministry of Transport to enter into and carry into effect an agreement for the transfer of the undertaking to the Port Authority and the Ministry of Transport may on the application of the Port Authority or the owners make such orders as may be necessary for the purpose of enabling the agreement to be carried into effect and any such order may (amongst other things) provide if the owners are a company for the redemption and payment off of any debentures or debenture stock of the company and for the dissolution of the company and if the whole or any part of the consideration under the agreement consists of port stock as to the period within which provision is to be made for the redemption of that port stock.

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(2) If the Port Authority desire to purchase any such undertaking but are unable to come to an agreement with the owners of the undertaking it shall be lawful for the Port Authority to promote a Bill in Parliament for the purpose.

11.—(1) The Ministry of Transport may on the application of the Port Authority make an order—

Power of
Ministry of
Transport
to authorise
construction
of works
&c.

- (A) Authorising the construction and equipment of such docks quays wharves jetties or piers and buildings railways and other works in connexion therewith as may be specified in the order :
- (B) Authorising the purchase and taking otherwise than by agreement of such land as may be specified in the order :
- (C) Authorising the imposition levying collection and recovery of such dues rates tolls and other charges in respect of the use of any works proposed to be constructed in pursuance of any order under this section and conferring such powers of management of those works as may be specified in the order :
- (D) Authorising the Port Authority to charge to capital as part of the cost of construction of any work authorised by the order the interest on any money raised to defray the expenses of construction of any such works and the acquisition of land for the purpose for such period and subject to such restrictions as may be mentioned in the order :

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Provided that—

- (i) No land shall be authorised by an order under this section to be acquired compulsorily which is situate to the westward of the meridian six minutes of longitude east of Greenwich or which has been acquired by the owners thereof under any local Act Provisional Order or order having the force of an Act of Parliament;
 - (ii) An order authorising the construction of new works shall impose on the Port Authority an obligation to provide such housing accommodation for the persons to be employed at the new works when constructed as the Ministry of Transport may from time to time consider requisite; and
 - (iii) Nothing in this section shall without the consent of the Minister of Agriculture and Fisheries authorise the acquisition of any common or commonable land or any recreation ground village green or other open space dedicated to the use of the public or any disused burial ground.
- (2) Before making an order under this section the Ministry of Transport shall appoint an impartial person not in the employment of any Government department to hold a public inquiry on their behalf and if he reports or if it appears to the Ministry of Transport that by reason of the extent or situation of any land proposed to be acquired compulsorily or the purposes for which such land is used or any other circumstances the land ought not to be acquired compulsorily without the sanction of Parliament the order of the Ministry shall be provisional only and shall not have effect unless confirmed by Parliament.
- (3) Any order made under this section authorising the purchase and taking of land otherwise than by agreement shall incorporate the Lands Clauses Acts as if the order were a special Act within the meaning of those Acts.
- (4) An order other than a Provisional Order made by the Ministry of Transport under this section shall not take effect until a draft thereof has lain for thirty days during the session of Parliament on the table of both Houses of Parliament and if either House during those thirty days presents an address to His Majesty against the draft no further proceedings shall be

taken thereon but without prejudice to the making of a new order. A.D. 1920.

12.—(1) The Port Authority shall for the purposes of their powers and duties under this Act or otherwise with respect to the administration preservation or improvement of the Port of London have power—

Power of
Port Authority to acquire land
promote
Bills &c.

- (A) To manage alter remove or enlarge any building and to sell exchange or otherwise alienate any land or buildings for the time being vested in them; and
- (B) To acquire hire erect and furnish such buildings and offices as they may require; and
- (C) To acquire purchase or take on hire or exchange land; and
- (D) To grant leases of any land or buildings or any graving docks for the time being vested in them upon such terms and conditions and subject to such reservations as they may think fit and with or without a fine or premium;
- (E) To appoint a clerk or secretary treasurer and such other officers as they may require; and
- (F) To promote or oppose any Bill in Parliament and prosecute or defend legal proceedings:

Provided that nothing in this section shall be construed as conferring on the Port Authority power—

- (i) In the case of any land or buildings vested in them subject to any right or interest therein of any other person or to the performance of any obligation in force at the date of alienation and to be performed by the Port Authority under any Act deed agreement or other instrument to alienate such land or buildings otherwise than subject to such right interest or obligations; or
- (ii) In the case of land or buildings vested in them subject to any restriction on alienation to alienate the land or buildings in contravention of that restriction.

(2) For the purposes of this section sections one hundred and seventy-six and one hundred and seventy-eight of the Public Health Act 1875 shall except so far as they relate to the acquisition of land otherwise than by agreement apply as if

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A.D. 1920. they were herein re-enacted with the substitution of the Port Authority for a local authority.

(3) The clerk or secretary of the Port Authority or any officer or member thereof acting under a general or special resolution of the Port Authority may authorise the institution and carrying on or the defence of any proceeding which the Port Authority are authorised to institute carry on or defend Any information or complaint under the provisions of this Act or any other Act whether local or general applying to the Port Authority or any byelaws or regulations made thereunder may be laid and made by an officer or member of the Port Authority or by the clerk or secretary.

(4) The Superannuation (Metropolis) Act 1866 shall apply to the Port Authority as if the Port Authority were an authority mentioned in that Act and the Port Authority may grant superannuation allowances or pensions to any officers and servants in their employ either in accordance with that Act as so applied or by the extension to any such officers and servants of the provisions of any pension scheme to which the Port Authority are a party as successors of any dock company or in accordance with the pensions scheme of the Port Authority approved by the Board of Trade on the third day of February one thousand nine hundred and seventeen or in accordance with such last-mentioned scheme as modified from time to time with the approval of the Ministry of Transport or by the establishment of any other pension scheme approved by the Ministry of Transport and the Port Authority may also promote assist or contribute towards the expenses of any institution which appears to the Port Authority to be for the benefit of any such officers or servants either whilst in their employ or after they have ceased to be so but nothing in this section shall affect the rights or expectations of existing officers and servants of the Port Authority in regard to superannuation allowances pensions grants to dependants or other like benefits whether under any deed or official circular or otherwise and all superannuation allowances or pensions already granted to officers or servants of the Port Authority or of any dock company of which they are the successors shall continue to be payable as if this Act had not been passed.

PART III.

A.D. 1920.

CHARGING POWERS.

(a) *Port Rates on Goods.*

13.—(1) Subject to the provisions of this section all goods imported from parts beyond the seas or coastwise into the Port of London or exported to parts beyond the seas or coastwise from that port shall subject to the exemptions or rebates hereinafter in this Act contained or to any exemptions or rebates which may be contained in any Provisional Order which may hereafter be made under this section or may hereafter be allowed by the Port Authority be liable to such port rates as the Port Authority may fix not exceeding such rates as are hereinafter in this Act provided or as may be specified in any Provisional Order made by the Ministry of Transport for the time being in force but the port rates charged by the Port Authority shall at all times be charged equally to all persons in respect of the same descriptions of goods under the like circumstances and shall be charged separately from any other rates payable to the Port Authority :

Provided that nothing in this section shall authorise the Port Authority to charge lower port rates in respect of goods to be discharged from a vessel in a dock of the Port Authority or to be landed on the premises of or warehoused with the Port Authority by reason only that the goods are to be so discharged landed or warehoused.

(2) If in each of two successive years the aggregate amount received from port rates on goods exceeds one thousandth part of the aggregate value of the goods imported into and exported from the Port of London from and to parts beyond the seas in the year or if the amount received from port rates on goods discharged from or taken on board ships not within the premises of a dock of the Port Authority exceeds one three-thousandth part of the said aggregate value it shall be the duty of the Port Authority to take the necessary steps to prevent the continuance of the excess including if necessary an application to Parliament to provide them with further means of meeting their financial obligations.

(3) For the purposes of this section goods shall not be treated as having been imported or exported coastwise unless imported from or exported to a place seaward of a line drawn from

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A.D. 1920. Reculvers Towers to Colne Point being a line determined by the Treasury in pursuance of the power conferred upon them by section one hundred and forty of the Customs Consolidation Act 1876 or any line that may be substituted therefor by the Treasury in pursuance of such power as aforesaid :

Provided that with respect to goods originally imported from a place seaward of the said line to a place westward of the said line and thence imported into the Port of London and with respect to goods exported from the Port of London to a place westward of the said line and thence exported to a place seaward of the said line such goods shall for purposes of this subsection be considered as having been imported from or exported to a place seaward of the said line and not from or to a place westward of the said line unless they are landed at the latter place but the authority having jurisdiction in the port of such intermediate place shall if so required by the Port Authority collect and pay over to the Port Authority the port rates to which the goods would have been liable had they been imported direct to or exported direct from the Port of London and for that purpose shall have all such powers of collecting rates as are by or under this Act conferred on the Port Authority and shall be entitled to be repaid by the Port Authority any expenses properly incurred by them in the exercise of those powers.

Provisions
as to port
rates on
goods.

14. Unless and until the Ministry of Transport under the powers conferred in the preceding section shall make a new Provisional Order the provisions contained in this Act shall have effect with respect to port rates on goods.

Power to
levy port
rates on
goods.

15. Subject to the provisions of this Act and to any exemptions or rebates allowed by the Port Authority under the section of this Act the marginal note whereof is "Port rates on goods" the Port Authority may demand and take in respect of all goods imported from parts beyond the seas or coastwise into the Port of London or exported to parts beyond the seas or coastwise from that port port rates not exceeding the rates specified in the schedule to the Order scheduled to the Port of London (Port Rates on Goods) Provisional Order Act 1910 (hereinafter referred to as "the port rates schedule") :

Provided that no port rates shall be charged by the Port Authority on fish caught in the open sea and brought in a fresh

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condition into the Port of London direct from the fishing grounds or direct from any port in the United Kingdom where the fish has been landed for the sole purpose of sale packing and trans-shipment direct to the Port of London. A.D. 1920, —

16. In fixing from time to time the port rates to be levied under this Act and any exemptions and rebates allowed by the Port Authority in respect thereof the Port Authority shall endeavour so far as they consider practicable to adjust the same so as to ensure that the import rates on the materials used in the manufacture of any article shall not be more than the import rates on a like manufactured article imported from parts beyond the seas and that an unfair proportion of the burden of port rates is not thrown upon the river trade having regard to the circumstances of the Port of London at the time. As to import rates on raw materials and manufactured goods &c.

17. The port rates charged on goods exported to parts beyond the seas shall not exceed one half of the port rates for the time being actually charged on similar goods imported from parts beyond the seas. Maximum rates on oversea exports.

18.—(1) The port rates charged on goods (other than coal culm patent fuel coke coal dust and cinders) imported coastwise shall not exceed one half of the port rates for the time being actually charged on similar goods imported from parts beyond the seas. Maximum rates on coastwise goods.

(2) The port rates charged on goods (other than coal culm patent fuel coke coal dust and cinders) exported coastwise shall not exceed one half of the port rates for the time being actually charged on similar goods either imported coastwise or exported to parts beyond the seas whichever rate may be the lower.

(3) The port rates charged on coal culm patent fuel coke coal dust and cinders respectively exported coastwise shall not exceed one half of the port rates for the time being actually charged on coal culm patent fuel coke coal dust and cinders respectively imported coastwise.

(4) In this section only references to import and export coastwise shall be deemed to include references to import from and export to respectively the Isle of Man and the islands of Guernsey Jersey Alderney and Sark.

19. No port rates shall be charged for bunker coal for steamer's own use on board any steamer entering or leaving the Exemption of bunker coal.

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A.D. 1920. port and the Port Authority shall repay any port rates paid on coal imported which shall be used for the purpose of bunkering steamers proceeding beyond the limits of the Port of London.

Exemption of transshipment goods. **20.** No port rates shall be charged by the Port Authority on transshipment goods which expression wherever used in this Act means and includes goods imported for transshipment only and also goods which remain on board the vessel in which they were imported for conveyance therein to another port.

For the purposes of this section the expression "goods imported for transshipment only" shall mean goods imported from beyond the seas or coastwise for the purpose of being conveyed by sea only to any other port whether beyond the seas or coastwise which are certified and proved within the period and in manner hereinafter provided (1) to have been intended for transshipment at or before the time of the report of the ship at the Custom House or within seventy-two hours thereafter excluding Sundays and holidays and (2) to have been shipped again as soon as practicable within the limits of the Port of London for conveyance by sea to such other port. Every such certificate as aforesaid shall be under the hand of the owner of the goods (which expression whenever used in relation to port rates shall include the shipper and consignee of the goods and any person shipping or taking delivery of the goods on behalf of the owner shipper or consignee) or under the hand of a forwarding agent or of any other agent acting on behalf of the owner of the goods or under the hand of the owner master managers or agents of the importing or exporting vessel and shall be in such form as the Port Authority may from time to time require. The certificate stating that the goods have been intended for transshipment shall contain particulars of the description quantity destination route and mode of conveyance of such goods and shall be delivered to the collector (which expression as used in relation to the collection of port rates on goods means any collector or officer for the time being authorised by the Port Authority to collect port rates on goods) within seven days from the arrival of the goods or such further period as shall from time to time be appointed by the Port Authority. The certificate stating that the goods have been shipped again as soon as practicable as aforesaid shall contain such particulars as the Port Authority shall require and shall be delivered to the collector at or immediately after the time of shipment. The owner of any

such goods as aforesaid shall at all times give such other information and evidence as may reasonably be required by the Port Authority or their agent in order to prove that such goods were intended for transshipment or have been shipped again as soon as practicable as aforesaid as the case may be. A.D. 1920.

21. Nothing herein contained shall be construed so as to limit or affect the right of the Port Authority to allow any further or other exemptions or rebates which may lawfully be allowed by them under the provisions of this Act and the Port Authority shall on being satisfied that such further or other exemptions or rebates are necessary to protect the water-borne trade or the entrepôt trade or any other trade of the Port of London make such further exemptions or rebates as are necessary for the purpose. Further exemptions or rebates.

22. Any goods not specified in the port rates schedule shall for the purpose of payment of port rates be classed by the Port Authority under the same head as the goods specified in the said port rates schedule which shall in the opinion of the Port Authority be most similar thereto in nature value and quality and the rate for the time being chargeable for such last-mentioned goods shall accordingly be chargeable by the Port Authority in respect of the goods first mentioned and all necessary additions shall be made to the lists of port rates from time to time published by the Port Authority pursuant to the section of this Act the marginal note whereof is "Publication of lists of rates" Provided always that any person aggrieved by any such classification as aforesaid may at any time appeal in writing to the Ministry of Transport against the same and the Ministry of Transport may make such order on any such appeal as to the maximum port rates which shall thereafter be chargeable in respect of the goods to which such classification relates as they may think fair and reasonable and such order shall be final. Classification of unspecified goods.

23. Port rates on goods shall be paid by the owner of the goods in respect of which such rates are payable or the person by whom the entry of the goods at the Custom House is made and shall be collected and recovered by the Port Authority and for the purpose of the collection and recovery of such rates by the Port Authority the provisions of this Act shall have effect. Payment of port rates by owners of goods.

24.—(1) A bill giving particulars of the kinds quantities and weights measurements or values according to the denominations in the port rates schedule of each parcel of goods (not Payment of port rates on imported goods.

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A.D. 1920. being transshipment goods) imported into the Port of London and made out in such form as may from time to time be prescribed by the Port Authority shall be produced to the collector and the port rates payable on such goods as specified in such bill shall be paid to the collector by the owner of the goods or other person liable to pay the port rates thereon or the payment thereof shall be secured by bond or such other security as the Port Authority may approve at or before the time when the entry at the Custom House is made or (if the goods are imported coastwise) at or before the time when the vessel is ready to discharge. The payment of such port rates or the giving of security for the same in manner aforesaid shall in the case of goods from beyond the seas be attested on the customs entry (which shall be produced to the collector for the purpose) and in the case of coastwise goods be certified by the collector and until such payment or giving of security shall have been so attested or certified the following provisions shall apply:—

- (A) If such goods other than coastwise goods are to be discharged in the docks of the Port Authority the owner or master of the vessel may but shall not be bound to land the same on the quay at any time at which he is entitled to land or unship the same. Goods so landed shall not by reason only of such landing become subject to any charges payable to the Port Authority but the Port Authority may detain the said goods and the collector of customs and excise may with the consent of the Commissioners of Customs and Excise refuse to permit an entry to be passed for the removal of the said goods from the quays of the Port Authority:
- (B) If such goods other than coastwise goods are to be discharged elsewhere than in the docks of the Port Authority the collector of customs and excise may with the consent of the Commissioners of Customs and Excise refuse to permit an entry to be passed for the landing or delivery overside of such goods:
- (C) If such goods being coastwise goods are to be discharged either in the docks of the Port Authority or elsewhere the owner or master of the vessel shall not allow such goods to be landed or delivered overside:

(D) Any additional expenses incurred by the owner or master of the vessel by reason only of landing the goods on account of the non-payment or failure to give security for the payment of port rates thereon by the owner of the goods by the time at which the owner or master of the vessel is entitled to land or unship the same shall be payable by the owner of the goods or other person liable to pay the port rates thereon and the owner or master shall have a lien on the goods for such expenses and the like rights and remedies for the recovery of the same as are conferred by the section of this Act the marginal note whereof is "Owner or master of vessel may pay port rates." . A.D. 1920.

(2) When the goods specified in such bill and entry shall have been examined and ascertained and the full quantities known a further bill shall be made out of the remaining quantities (if any) of such goods and the port rates payable in respect thereof shall thereupon be forthwith paid to the collector by the owner of the goods or other person liable to pay port rates thereon.

(3) If the full quantities when ascertained and known shall be less than the quantities specified in such bill and entry any excess of port rates paid thereon shall (subject to the provisions of the section of this Act the marginal note whereof is "Claims for repayment of port rates") be repaid to the owner of the goods or other person by whom the same shall have been paid.

25. In all cases where goods other than transshipment goods are intended to be exported a bill containing particulars of the kinds quantities and weights measurements or values according to the denominations in the port rates schedule of each parcel of such goods shall be produced to the collector and the port rates payable on such goods as specified in such bill shall be paid to the collector by the owner of the goods or other person liable to pay the port rates thereon and the following provisions shall apply:—

Payment of port rates on exported goods.

(A) If such goods shall not be coastwise goods the collector shall attest on the customs specification (which shall be produced to him for that purpose) that the port rates have been paid :

(B) If such goods shall be intended to be exported coastwise the owner or master of the vessel shall not allow

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such goods to be shipped without production of a receipt signed by or on behalf of the collector for the port rates payable thereon unless security to the satisfaction of the Port Authority by bond or such other security as the Port Authority may approve has been given to the Port Authority for the payment of such port rates in which case a permit for the shipping of such goods shall be given by the collector to the owner of the goods or other person liable to pay the port rates thereon and shall be produced by such owner or other person to the owner or master of the vessel.

Copy of bill to be left with collector.

26. A copy of each bill required to be produced to the collector shall be left with him at the time of such production and until such copy shall be left no tender to the collector of the port rates payable in respect of the goods mentioned therein shall be valid.

Production of documents by masters of vessels.

27. The master of every vessel for the time being within the limits of the Port of London having on board any goods shall produce to the collector when and as often as he shall so require the certificate of the registry of such vessel and also the manifest and bills of lading (if any) and the collector may either alone or with any other person go on board such vessel at all reasonable times for the purpose of inspecting and examining such manifest and bills of lading (if any) and of questioning the master thereof as to the goods received on board and as to the packages weights and quantities thereof and if such master shall refuse to produce such certificate manifests and bills of lading (if any) or to give answers to any reasonable questions or shall wilfully give false or untrue answers thereto he shall be liable to a penalty not exceeding ten pounds for every such offence.

Masters of vessels to furnish particulars as to goods to be unshipped.

28. When any goods are intended to be unshipped within the limits of the Port of London the master of the vessel containing such goods shall within twelve hours after the arrival of such vessel within the limits aforesaid or so soon thereafter as is practicable deliver to the collector the best statement in his power of the name of the consignee of the goods intended to be unshipped or other person to whom the same are to be delivered and if the whole cargo be intended to be unshipped a copy

of the bill of lading or manifest of the cargo or if there is no such bill of lading or manifest or if part only of the cargo be intended to be unshipped the best account in writing in his power of the kinds quantities and weights measurements or values according to the denominations in the port rates schedule of the several goods intended to be unshipped and shall also if required so to do by the collector give to him twelve hours' notice (or if that is impracticable such less notice as is reasonably practicable) of the time at which the cargo of such vessel or any part of the same is intended to be unshipped and if the master of any such vessel shall fail to comply with any of the provisions of this section or shall deliver or give any false particulars or notice he shall for every such offence be liable to a penalty not exceeding ten pounds.

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29. The owner charterer chartered owner consignee broker agent or other person acting in the loading or clearing of any exporting vessel shall prepare a manifest of all goods exported from the Port of London by such vessel setting forth the marks numbers and descriptions of the packages and the names of the shippers thereof according to the bills of lading (if any) relating thereto and shall sign and leave at one of the collecting offices of the Port Authority within fourteen days after such vessel shall have cleared outwards a correct transcript of the manifest so prepared and on failure to prepare such manifest and to sign and deliver such transcript as aforesaid such owner charterer chartered owner consignee broker agent or other person as aforesaid shall be liable to a penalty not exceeding twenty pounds.

Copy of manifest of exported goods to be delivered.

30. If default be made in the payment of the port rates payable in respect of any goods then without prejudice to any other rights or remedies conferred by this Act the collector may distrain or arrest of his own authority such goods and for that purpose may enter any vessel or place within the limits of the Port of London in which the goods may be with such assistance as he shall deem necessary or if the said goods have been removed without payment of such rates he may distrain or arrest any other goods within the limits of the Port of London belonging to the person liable to pay such rates and may sell the goods so distrained or arrested and out of the proceeds of such sale pay the port rates due to the Port Authority rendering the overplus if any to the person entitled thereto on demand or the Port

Power to distrain goods in case of default.

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A.D. 1920. Authority may recover such rates by action in any court having competent jurisdiction Provided always that the power to distrain arrest and sell goods under this provision shall not be exercisable in respect of any goods liable to forfeiture under section 42 of the Customs Consolidation Act 1876 or any enactment amending or extending that section and that the collector shall before making any such distress or arrestment as aforesaid pay all duties which may be payable to His Majesty in respect of the goods so intended to be distrained or arrested and he may retain the amount of duties so paid out of the proceeds arising from the sale of such goods And provided also that the said power shall not be exercisable in respect of any such other goods as aforesaid on which all port rates have been paid or security therefor given and which are upon any quay wharf or warehouse regulated by the Legal Quays Regulation Acts 1846 and 1847 (9 & 10 Vict. c. cccxcix. and 10 & 11 Vict. c. cc.) or by the Sufferance Wharves Regulations Acts 1848 and 1858 (11 Vict. c. xviii. and 21 & 22 Vict. c. xli.).

Weight &c.
of packing
to be in-
cluded. **31.** In weighing and measuring goods for ascertaining the port rates payable in respect of goods the weight and measurement of the packing shall be included.

Fractions of
a penny. **32.** Any fraction of a penny in the total amount of port rates payable at one time by any person shall be charged as one penny.

Penalty for
evasion of
port rates
on coast-
wise goods. **33.** If the owner or master of any vessel containing goods imported coastwise into the Port of London shall allow any of such goods to be landed or delivered overside before the port rates payable thereon shall have been paid or the payment thereof secured as hereinbefore provided or if the owner or master of any vessel in which goods are intended to be exported coastwise from the Port of London shall allow any of such goods to be shipped without a receipt for the port rates thereon or a permit for the shipping of such goods in either case signed by or on behalf of the collector having been produced to him he shall be liable to pay to the Port Authority by way of damages a sum equal to the port rates on the goods so landed delivered overside or shipped as the case may be.

Payment of
port rates not
a release from
penalties in-
curred. **34.** The tender to or acceptance by the Port Authority or any of their officers of any port rate the payment of which has been previously evaded or left unpaid shall not release or

discharge any person from any liability or penalty consequent upon such evasion or non-payment. A.D. 1920.

35. Nothing herein contained shall render the master owner charterer chartered owner consignee broker or agent of a vessel or wharfinger liable to penalties under this Act in respect of any act or default where it shall be proved that he has acted in good faith and with reasonable care in reliance upon information furnished to him by the owner of the goods to which such act or default shall relate or by any person whom he shall reasonably have supposed to represent such owner as broker or agent.

Persons acting in good faith not liable to penalties.

36. The Port Authority on the one hand and the Commissioners of Customs and Excise on the other hand may from time to time enter into carry into effect vary and rescind agreements and arrangements with respect to the collection and recovery of port rates on goods and any matters incidental thereto Provided always that no such agreement or arrangement shall infringe the provisions of the section of this Act the marginal note whereof is "Port rates on goods."

Agreement with Customs and Excise.

37. Subject to the provisions of the section of this Act the marginal note whereof is "Expenses of landing weighing &c. of goods" in the case of goods landed or warehoused with wharfingers the wharf weights and measurements taken in the customary manner shall be accepted by the Port Authority for the purposes of the port rates on goods or arrangements shall be made for the Port Authority to check weights or measurements of such goods at the wharf premises.

Wharf weights and measurements to be accepted.

38. In the event of the owner of any goods liable to pay any port rates to which those goods are subject not having paid or given security for payment of those rates by the following times (viz.) :—

Owner or master of vessel may pay port rates.

(1) In the case of goods other than coastwise goods—

(A) If a time for the delivery of the goods is expressed in the charter party bill of lading or agreement then by the time so expressed;

(B) If no time for the delivery of the goods is expressed in the charter party bill of lading or agreement then by the expiration of seventy-two hours exclusive of a Sunday or holiday from the time of the report of the ship :

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A.D. 1920. (2) In the case of coastwise goods when the same are ready to be discharged;

the owner or master of the vessel in which the goods are carried may himself pay such rates and thereupon shall have a lien on the goods and all the rights powers and liabilities in respect of the same that he would have under Part VII. of the Merchant Shipping Act 1894 in respect of unpaid freight or other charges and for this purpose the provisions of the said Part VII. shall be deemed to apply to all goods imported by sea into the Port of London.

Public wharfinger or carrier may pay port rates.

39. Where goods are to be delivered to a public wharfinger or carrier he may pay the port rates to which they are liable on behalf of the owner or consignee of the goods and thereupon shall have the like lien on the goods as he would have in respect of charges for the safe custody or carriage of the goods.

Special arrangements for time and method of payment of port rates.

40. The Port Authority may make special arrangements respecting the time and method of payment of port rates on goods by any persons who at frequent intervals become liable to pay such rates whether on their own account or on account of any other person.

Agreements with shipowner or wharfinger for collection of port rates.

41. The Port Authority may enter into agreements with any shipowner wharfinger or carrier providing that such shipowner wharfinger or carrier shall collect for and on behalf of the Port Authority the port rates on goods imported or exported in his vessel or to be landed or shipped by him as the case may be and may agree to pay to such shipowner wharfinger or carrier a collecting commission.

Recovery of rates paid by shipowner or wharfinger.

42. In case such shipowner wharfinger or carrier shall pay to the Port Authority any such rates before he has collected the same from the owner of the goods he shall possess the like rights and remedies for the recovery of such rates as are conferred by the sections of this Act the marginal notes whereof are "Owner or master of vessel may pay port rates" and "Public wharfinger or carrier may pay port rates" respectively.

Port Authority to permit goods to be discharged upon receiving security.

43. Notwithstanding anything in this Part of this Act the Port Authority shall in all cases permit goods to be discharged and delivered or shipped as the case may be upon receiving security to the satisfaction of the Port Authority by bond or such other security as the Port Authority may approve for the

payment of the port rates thereon notwithstanding that such port rates have not been paid and upon such security being given by the owner or master of a vessel or wharfinger or carrier he shall have a lien on the goods for the amount of the port rates thereon and shall possess the like rights and remedies for the recovery of such rates as are conferred by the sections of this Act the marginal notes whereof are "Owner or master of vessel may pay port rates" and "Public wharfinger or carrier may pay port rates" respectively.

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44. Any person claiming the return of the whole or any part of any moneys paid in respect of any port rates on goods shall make such claim and produce all documents and give all information reasonably required in proof of such claim within twelve months from the time of the entry of such goods and in default thereof the whole sum paid shall belong to the Port Authority.

Claims for
repayment
of port rates.

(b) River Duties of Tonnage and Tolls.

45. The Port Authority may from time to time demand and receive in respect of vessels the river duties of tonnage following (namely):—

Duties of
tonnage in
Port of
London.

- (1) For every vessel trading coastwise between the Port of London and any place in the British Islands or entering inwards or clearing outwards in the said port from or to any place north of latitude forty-eight degrees thirty minutes north and between longitudes twelve degrees west and sixty-five degrees east of Greenwich for every voyage both in and out of the said port one penny per ton of her tonnage :
- (2) For every vessel entering inwards or clearing outwards in the Port of London from or to any place not being north of the latitude and between the longitudes aforesaid for every voyage both in and out of the said port one penny and one halfpenny per ton of her tonnage :

Provided that in the case of vessels under one hundred tons register which do not pass seawards of an imaginary straight line drawn from the pilot mark at the entrance of Havengore Creek in the county of Essex to the land's end at Warden Point in the Isle of Sheppey in the county of Kent the duties of tonnage above mentioned shall not exceed one halfpenny per ton.

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The word "tonnage" in this section means—

- (A) In the case of a vessel being a registered British ship the registered tonnage of such vessel;
- (B) In the case of a vessel being a foreign ship the tonnage of such vessel as recognised at the Custom House of the Port of London :

Provided also that the following vessels shall be exempt from such duties of tonnage (namely):—

Any vessel trading coastwise between the Port of London and any place in Great Britain unless such vessel shall exceed forty-five tons tonnage;

Any vessel bringing corn coastwise the principal part of whose cargo shall consist of corn;

All fishing smacks and lobster and oyster boats;

Any vessel entering inwards or clearing outwards in the Port of London in case her cargo is reported for exportation and ultimately such vessel leaves the said port without breaking bulk or taking in goods for the purpose of exportation;

Any vessel entering the Port of London inwards or going from the said port outwards when in ballast.

Collectors of duties of tonnage to have access to registers of ships at Custom House.

46.—(1) The collectors of the river duties of tonnage by this Act imposed and other officers of the Port Authority shall at all reasonable times have at the Custom House of the Port of London free access to and inspection of the registers and papers of every vessel resorting to the said port on or after her entry or clearance at such Custom House without any fee or reward for such access and inspection.

Vessels not to be entered or cleared at Customs until duties of tonnage paid.

(2) No collector of customs and excise inwards or coastwise in the Port of London shall on any pretence whatever allow any vessel on which river duties of tonnage are by this Act imposed to be entered inwards until the master of such vessel shall have paid such duties and shall have produced to such collector a certificate under the hand of a person authorised by the Port Authority to collect the said duties of tonnage certifying that the said duties payable on account of such vessel have been fully paid nor shall any collector of customs and excise outwards or coastwise in the said port on any pretence whatever allow any vessel on which river duties of tonnage are by this Act imposed

to be cleared outwards until the master of such vessel shall have paid such duties which payment shall be evidenced by the signature of a person authorised by the Port Authority to collect the said duties of tonnage to the content or other document which must necessarily be produced to the said collector of customs and excise at the time of clearing such vessel outwards which certificate or signature any person authorised by the Port Authority to collect the said duties of tonnage and receiving the same in respect of any vessel shall give and sign as regards such vessel accordingly without fee or reward.

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47. The Port Authority may from time to time demand and receive in respect of vessels not paying river duties of tonnage leviable under this Act and using any of the moorings in the River Thames belonging to the Port Authority the charges appointed by byelaws of the Port Authority for the time being in force save that no charge in respect of the River Thames above London Bridge shall be made for vessels tied up or moored at night or for a reasonable time when not at work unless the traffic of the river is thereby impeded.

Power to charge for use of moorings.

48. The Port Authority may from time to time demand and receive in respect of any vessel other than a pleasure boat navigating on the River Thames westward of London Bridge and carrying merchandise for every ton of merchandise conveyed in such vessel tolls not exceeding the following tolls (including wharfage charges) (namely):—

Navigation tolls for vessels carrying merchandise.

- (A) To Strand-on-the-Green Kew or Brentford one penny halfpenny per ton;
- (B) To Isleworth or Richmond twopence halfpenny per ton;
- (C) To Twickenham or to places in Ham situated eastward of the landward limit of the Port of London threepence farthing per ton;

being as to (A) and (B) the tolls prescribed by Scale 2 in Table A of the Canal Tolls and Charges No. 6 (River Lee &c.) Order Confirmation Act 1894 which is applicable to the part of the navigation below Teddington locks and as to (C) an apportioned part of such tolls and the reference in the said Act to section 3 of the Act 52 Geo. III. c. xlvi. shall be deemed to include a reference to this section and the provisions of the Canal Tolls and Charges No. 6 (River Lee &c.) Order Confirmation Act 1894 with respect to the tolls chargeable under that Act shall apply

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A.D. 1920. so far as appropriate with respect to the tolls chargeable under this section.

In this section the word "merchandise" has the meaning assigned thereto by the last-mentioned Act.

The said tolls shall be demanded and received once only in respect of each voyage including the passages upwards and downwards which the vessels respectively make but may be demanded and received in respect of the passage upwards or downwards in the case of vessels not returning.

Nothing in this section shall authorise the Port Authority to demand or receive tolls in respect of merchandise conveyed in any vessel navigating westward of London Bridge to or from any point eastward of Strand-on-the-Green and nothing in this section or in the Acts or Orders referred to therein shall authorise the Port Authority to demand or receive any toll in respect of the River Thames westward of the landward limit of the Port of London and it is hereby declared that the toll of threepence halfpenny per ton expressed to be chargeable by the provisions of the said Act of 1894 in respect of merchandise conveyed in any boat navigated on the River Thames navigation as therein defined westward of London Bridge to Twickenham Ham or Teddington shall be and shall be deemed to have always been apportioned in such manner that there shall be payable to the Port Authority the sum of threepence farthing per ton in respect of the River Thames eastward of the landward limit of the Port of London and to the conservators the sum of one farthing per ton in respect of the River Thames westward of the landward limit of the Port of London and nothing in this Act contained shall alter prejudice or affect any arrangement between the Port Authority and the conservators for charging a through toll or any directions given by the Minister of Transport under the Ministry of Transport Act 1919 as to the tolls to be charged by the conservators in respect of merchandise conveyed in any boat navigated on the River Thames westward of the landward limit of the Port of London.

Navigation
tolls for
vessels not
carrying
merchandise.

49. The Port Authority may from time to time demand and receive in respect of vessels other than pleasure boats navigating on the River Thames westward of London Bridge and not chargeable with tolls under the last preceding section of this Act either on the passages upwards or downwards which the vessels respectively make (in addition to any tolls for passing through

Richmond Lock which they may be authorised to demand and receive in respect of such vessels) tolls not exceeding the following tolls (namely):— A.D. 1920.

For such vessels navigating westward of London Bridge—

To Strand-on-the-Green Kew or Brentford one penny halfpenny per ton;

To Isleworth or Richmond twopence halfpenny per ton;

To Twickenham or to places in Ham situated eastward of the landward limit of the Port of London threepence farthing per ton.

The said tolls shall be demanded and received once only in respect of each voyage including the passages upwards and downwards which the vessels respectively make but may be demanded and received in respect of the passage upwards or downwards in the case of vessels not returning :

Provided that nothing in this section shall authorise the Port Authority to demand or receive tolls in respect of any vessel navigating westward of London Bridge to or from any point eastward of Strand-on-the-Green.

The tolls mentioned in this section shall be payable—

(1) In respect of vessels whether laden or empty according to the number of tons which such vessels are or would be capable of carrying if drawing the greatest depth of water which such vessels are for the time being allowed to draw or in the case of vessels not constructed to draw that depth of water according to the number of tons which such vessels are or would be capable of carrying when having but two inches of freeboard at the shallowest part of their sides ;

(2) In respect of each vessel all together either on the upward or downward passage :

Provided also that nothing in this section shall authorise the Port Authority to demand or receive any toll in respect of the River Thames westward of the landward limit of the Port of London and it is hereby declared that the toll of threepence halfpenny per ton expressed to be chargeable by section 160 of the Thames Conservancy Act 1894 in respect of vessels navigating on the River Thames westward of London Bridge to Twickenham Ham or Teddington shall be and shall be deemed

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. to have always been apportioned in such manner that there shall be payable to the Port Authority the proportion of three-pence farthing per ton in respect of the River Thames eastward of the landward limit of the Port of London and to the conservators the sum of one farthing per ton in respect of the River Thames westward of the landward limit of the Port of London.

How and to whom tolls are to be paid.

50. The tolls hereinbefore mentioned shall be paid to such officer or officers of the Port Authority at such place or places on or near the River Thames and in such manner as the Port Authority from time to time by byelaw appoint.

Masters of vessels to state on request names and addresses of owners and where bound.

51. The master of any vessel shall whenever requested so to do by any officer of the Port Authority authorised to receive any of the river duties of tonnage charges or tolls hereinbefore mentioned on his producing if required to do so a certificate of his personal authority signed by the secretary of the Port Authority forthwith truly state to such officer the name and address of the owner of such vessel and the place or places to which such vessel is bound and in case of default shall for every such offence be liable to a penalty not exceeding five pounds.

Penalty on eluding payment of toll.

52. If the master of any vessel eludes or evades or attempts to elude or evade the payment of any river duty of tonnage payable under this Act he shall for every such offence be liable to a penalty not exceeding ten pounds over and above the full amount of such duty or toll.

Tolls leviable from steam and other passage vessels at piers and landing places erected by Port Authority.

53. The Port Authority may from time to time demand and receive in respect of steam and other passage vessels landing or embarking any passengers or goods (other than merchandise as defined in the Canal Tolls and Charges No. 6 (River Lee &c.) Order Confirmation Act 1894 landed or embarked westward of London Bridge) at or from any pier or landing place erected by or belonging to them tolls not exceeding sixpence for each and every time of calling at the same or in lieu of all or any part of such tolls the tolls by byelaws of the Port Authority for the time being in force appointed to be demanded and received (either in all cases or in certain cases as defined by such byelaws) according to the number of passengers landed at or embarked from any such pier or landing place :

Provided always that the Port Authority may from time to time if they think fit permit steam and other passenger vessels

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

to land and embark passengers and goods at or from all or any of such piers and landing places without the payment of any toll whatever. A.D. 1920. —

54. The collector of the said tolls at any such pier or landing place may prevent any vessel the master of which shall neglect or refuse to pay the proper amount of toll payable by him from making fast to or mooring or touching at such pier or landing place. In case tolls not paid vessels may be prevented from using pier.

55. The tolls in this Act mentioned shall not be levied unless not less than four weeks at the least previously notice of such tolls shall have been inserted in the London Gazette and advertised in two daily morning newspapers published and circulating in London nor unless a statement of the amount of the tolls for the time being leviable shall be placed in some conspicuous part of the office of the Port Authority Provided that in every case in which notice of any such toll was inserted and advertised as aforesaid before the passing of this Act the said period of four weeks shall be reckoned from such insertion and advertisement. Notice of tolls to be given.

56. Every officer of the Port Authority authorised by them to collect any of the tolls in this Act mentioned shall place his christian and surname painted on a board in white letters on a black ground in legible characters of such size as the Port Authority shall direct in the front or some other conspicuous part of the toll house if any where he shall be stationed to collect the said tolls immediately upon his coming on duty and shall continue the same so placed during the whole time he is upon duty and if any such officer do not place and continue such board placed as aforesaid or demands or takes a toll greater or less than that authorised or in anywise hinders any person from reading such christian or surname or any table of tolls there set up or refuses to tell his christian or surname to any person who demands the same having paid the toll demanded or gives a false name upon such demand he shall for every such offence be liable to a penalty not exceeding five pounds. Collectors to put up their names on boards in front of toll houses.

57. The Port Authority shall from time to time cause to be painted on boards or written on paper in distinct and legible characters and affixed and continued conspicuously at every place where they are authorised to demand and receive tolls tables of the tolls authorised to be taken thereat and no toll shall be demanded of any person at any such place during such time as Tables of tolls to be affixed at places where collected.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. such board or paper is not so affixed. Provided always that if any such board or paper shall be destroyed injured or obliterated such toll shall continue payable during such time as may be reasonably required for the restoration or reparation of such board or paper in the same manner as if the same had continued affixed and in the state required by this Act.

Power to
make ar-
rangements
as to tolls.

58. The Port Authority in conformity with any byelaws regulating the receipt of tolls may from time to time enter into and execute agreements with persons liable to pay tolls with respect to the mode and times for the collection and payment thereof or the payment of annual or other periodical sums by way of composition therefor :

Provided always that the Port Authority shall not by or under any such agreement or arrangement make or give any undue or unreasonable preference or advantage to or in favour of any particular person or any particular description of traffic in any respect whatsoever or subject any particular person or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

If any person liable to pay any tolls thinks himself aggrieved by any such agreement or arrangement or by anything done in pursuance thereof he may apply to the Ministry of Transport and the Port Authority shall follow the directions of the Ministry of Transport in the matter.

(c) *Rates for Services to Goods.*

Power to
take rates
on goods.

59. The Port Authority may take receive and recover for every animal and for every article of goods wares or merchandise which shall be brought into or landed or deposited within or delivered or shipped from any part of the docks and works such reasonable rates as the Port Authority shall from time to time appoint for and in respect of wharfage craneage unshipping transshipping landing receiving relanding piling housing weighing measuring cooping sampling unpling unhousing unloading carrying conveying shipping loading repairing protecting watching and delivery of every such animal or article and of other work or services to be performed or rendered in respect of such animal or article :

Provided that—

- (A) As regards import rates and export rates at the London St. Katharine Victoria and Albert and Millwall Docks the Port Authority shall not take receive

or recover any higher rates in respect of animals goods articles matters or things brought to any of the said docks for import than those specified and referred to in Part I. of the Sixth Schedule to the London and St. Katharine Docks Act 1864 nor any higher rates in respect of animals goods articles matters or things sent to any of the said docks for export than those specified and referred to in Part II. of the Sixth Schedule to the last-mentioned Act :

A.D. 1920.

- (B) As regards the Tilbury Docks the Port Authority shall not take receive or recover any higher rates in respect of animals goods articles matters or things brought to the Tilbury Docks for import than those specified and referred to in Part II. of the schedule to the East and West India Dock Company's Extension Act 1882 nor any higher rates in respect of animals goods articles matters or things sent to the Tilbury Docks for export than those specified and referred to in Part III. of the schedule to the last-mentioned Act :
- (c) The Port Authority shall not take receive or recover any higher rates in respect of the goods comprised in Schedule (D) to the Surrey Commercial Dock Act 1864 which shall be shipped or landed received or delivered at the Surrey Commercial Docks than those mentioned in the said schedule but as regards all other goods so shipped or landed received or delivered the Port Authority may take receive and recover any sums not exceeding the rates charged by the Port Authority with respect to like goods at any of their other docks :
- (D) The Port Authority from time to time may demand and take such tolls and wharfage charges in respect of the use of the Surrey Canal by vessels and persons as are authorised by and under the Canal Tolls and Charges No. 6 (River Lee &c.) Order Confirmation Act 1894 and all the provisions of that Act relating to such tolls and charges shall apply to the Port Authority as if it were named or referred to in that Act in place of the Surrey Commercial Dock Company.

A.D. 1920.

(d) Rates on Vessels using Docks &c.

Power to
take rates
on vessels.

60.—(1) The Port Authority may from time to time demand take and recover in respect of every vessel for entering their docks basins cuts or entrances or for lying therein or departing therefrom respectively exclusively of the charge for loading or unloading such reasonable rate rent or sum for every ton according to the registered tonnage of the vessel as the Port Authority shall from time to time appoint not exceeding the following rates:—

Vessels entering to lie up for repair or fit their machinery
1s. per ton register;

Vessels entering to load or discharge cargo 1s. 6d. per ton
register;

Vessels laden with petroleum or other earth oils or any
cargo requiring special attention 2s. per ton register;

Rent to commence from date of entrance or at such time
thereafter as may be from time to time fixed by the Port
Authority 2d. per week per ton register.

(2) The Port Authority may from time to time demand and take in respect of every steam or other vessel which shall not enter their docks locks basins cuts or entrances but which shall either land or receive passengers or goods at or upon any of the piers or jetties as they exist at the time of the passing of this Act at the entrance from the River Thames to the tidal basin of the Tilbury Dock such rate rent or sum as the Port Authority shall think fit not exceeding half the dock tonnage rates rents or sums specified in this section:

Provided always that the tonnage rate which the Port Authority may from time to time demand and take in respect of any lighter entering their docks and for lying therein shall not exceed the rate rent or sum which from time to time is charged by them in respect of vessels trading coastwise between the Port of London and any port or place in the United Kingdom.

Power to
take tolls on
vessels using
Surrey
Canal.

61. The Port Authority may demand and take for every vessel passing through one or more locks of the Surrey Canal such tolls as the Surrey Commercial Dock Company were authorised to charge by the special sections of the Canal Tolls and Charges No. 6 (River Lee &c.) Order Confirmation Act 1894 applicable only to the Surrey Canal.

62. The Port Authority from time to time may demand and take in respect of all vessels going into or using any of their graving docks such reasonable rates as the Port Authority from time to time think fit and appoint and the expression "graving dock" in this Act means and includes graving docks patent slips gridirons saucers and other works for like purposes.

A.D. 1920.
Power to take rates on vessels using graving docks.

(e) *General Provision as to Dock Rates.*

63. On payment of the rates by this Act authorised and subject to the provisions of this Act and to the byelaws rules and regulations of the Port Authority for the time being in force the docks and works shall be open to all persons for the shipping conveyance and unshipping of goods and the embarking and landing of passengers.

Docks and works to be open on payment of rates.

64. The Port Authority from time to time may agree with the owner or master of any vessel using the docks and works for the payment of a fixed sum payable in advance as a composition by the year or shorter period for the rates payable in respect of the vessel during the period of the composition and with the owner or consignor or consignee of any goods or class of goods exported or imported or exported and imported into or from the docks and works for the payment of a fixed sum payable in advance as a composition by the year or shorter period for the rates payable in respect of all or any of the goods or class of goods so exported or imported or exported and imported during the period of the composition.

Power to compound for vessels and goods using docks and works.

(f) *Exemptions Remissions &c.*

65. Nothing in this Act shall be construed as imposing any port rates on any goods carried in any vessel by reason only that the vessel passes through any part of the Port of London on a voyage between places situate on the River Medway or the River Swale and not within the Port of London and any other places not within that port.

Saving for Rivers Medway and Swale.

66. Nothing in this Act shall be construed as imposing any rates on any vessel or on any goods carried therein by reason only that the vessel passes through any part of the Port of London on a voyage between places situate on the River

No rates to be imposed on vessels or goods in certain cases.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. Medway or the River Swale and not within the Port of London and any other places not within that port or as imposing any duties of tonnage on any vessel for passengers only plying between places situate on those rivers and places within the Port of London situate eastward of an imaginary line drawn from Yantlet Creek to the City Stone opposite Canvey Island.

Exemptions from rates on vessels in certain cases.

67. The provisions of the section of this Act the marginal note whereof is "Power to take rates on vessels" shall not apply to vessels passing along the Surrey Canal and not otherwise using the docks of the Port Authority.

Exemption of lighters and craft in certain cases.

68. All lighters and craft entering into the docks basins locks or cuts of the Port Authority to discharge or receive ballast or goods to or from on board of any vessel lying therein shall be exempt from the payment of any rates so long as the lighter or craft shall be bonâ fide engaged in so discharging or receiving the ballast or goods and also all the ballast or goods so discharged or received shall be exempt from any rate or charge whatever and as regards the Millwall Docks no tonnage rate or wharfage rate by this Act authorised shall be payable in respect of any ballast lighter or ballast where the ballast lighter does not remain in any of the canals basins cuts or entrances of the Millwall Docks more than twelve hours at a time.

Power to remit rates in certain cases.

69. The Port Authority if and when they think fit may remit or return the whole or any part of any rates in respect of any vessel or goods shown to their satisfaction to have been wrecked spoiled or damaged or lessened in value from long stowage in warehouse or otherwise so as the claim for the remission or return be made and substantiated to the satisfaction of the Port Authority within such time as under the circumstances they deem reasonable.

Vessels returning from stress of weather not to pay rates again.

70. If any vessel for which the rates have been paid be obliged from stress of weather or other sufficient cause after leaving any of the following docks namely the Royal Albert Dock the Royal Albert Dock Extension the Millwall Dock and the Surrey Commercial Docks of the Port Authority to return with the same cargo the rates so paid shall not again be payable in respect of such vessel.

(g) *Collection.*

A.D. 1920.

71. The several rates (other than port rates on goods) by this Act authorised shall be payable before the removal from the docks and works of the vessel or goods in respect of which they are payable and may be demanded and taken by such persons at such places at such times and under such regulations as the Port Authority from time to time appoint. Provided that all rates from time to time payable to the Port Authority shall if the Port Authority so appoint be paid at an office or offices to be appointed by the Port Authority for that purpose without any previous demand being made of such rate by the Port Authority.

How rates may be demanded and taken.

72. The collector of rates may either alone or with any other persons enter into any vessel within the limits of the docks and works in order to ascertain the rates payable in respect of such vessel or of any goods therein.

Collector may enter vessel to ascertain rates payable.

73. Within twenty-four hours after the arrival within the limits of any of the docks and works of any vessel liable to rates the master of such vessel shall report such arrival to the dockmaster and if he fail to make such report within the time aforesaid he shall be liable to a penalty not exceeding ten pounds.

Master to report arrival of vessel.

74. Before any person shall ship any goods on board any vessel lying within the limits of the docks and works he shall give to the collector of rates for the docks or other premises of the Port Authority in which such vessel is lying a true account signed by him of the kinds quantities and weights of such goods and every person who shall ship any goods in any such vessel without having given such accounts or who shall give or sign a false account of such goods shall for every such offence be liable to a penalty not exceeding ten pounds.

Shippers to give an account of goods intended to be shipped.

75. In case all or any part of any rate in respect of any vessel is not paid on demand to the officer of the Port Authority authorised by them to demand and receive the same then and in every such case the Port Authority may recover such rate or part thereof from the owner or master of such vessel summarily or in any court of competent jurisdiction or the officer to whom such rate or part thereof ought to have been paid taking such assistance as he thinks necessary may at any time or at any place within the limits of the Port of London seize

Recovery of rates on vessels.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — and detain such vessel (whether laden or empty) and the tackle and furniture on board thereof until payment of such rate or part thereof together with reasonable charges for such seizure and detention and if such vessel tackle and furniture shall not be redeemed within five days after such seizure such officer may sell the same rendering to the owner thereof on demand the surplus if any of the proceeds of such sale after deducting therefrom the amount of such rate or part thereof so payable as aforesaid and reimbursing himself the expense incurred by him under the provisions of this section Provided always that no such officer shall be answerable for any loss injury or damage which may happen to such distress while in his custody unless the same shall happen through his wilful or gross negligent act or default.

Penalty for removing vessels detained.

76. If any persons shall remove any vessel lawfully detained by any officer of the Port Authority on account of the non-payment of all or any part of any rate payable in respect of such vessel or on account of such vessel being laden contrary to the provisions of this Act out of the possession of such officer or away from or beyond the place where such officer shall have ordered that such vessel shall stop every such person shall for every such offence be liable to a penalty not exceeding ten pounds.

Power to detain a vessel for rates.

77. The Port Authority may detain within the docks and works any vessel in respect of which any rate is due or payable under this Act until the expense is fully paid.

Power to detain and sell goods.

78. If default be made in the payment to the Port Authority of any rate rent or charge (other than port rates) with respect to any goods at on or in any part of their docks and works the Port Authority (first paying the Customs duties and Inland Revenue duties if any due and payable thereon) may detain and sell the goods or any part thereof and after retaining the amount so paid may retain for themselves the rates rents or charges so due and payable to them and the expenses of detention and sale and in the next place the Port Authority if they have received notice in writing that the freight due on the goods is unpaid shall retain and pay on demand to the person entitled thereto the amount of the freight due on the goods or so much thereof as the money in the hands of the Port Authority will admit rendering on demand the surplus (if any) of the proceeds

of sale and such (if any) of the goods as remain unsold to the person appearing to them to be entitled thereto Provided that the Port Authority if they do not sell the goods or if the proceeds of the sale thereof be insufficient may recover the amount of the rates rents charges and expenses due and payable to them or the balance thereof in any court of competent jurisdiction.

A.D. 1920.

79. Provided that (except with respect to goods of a perishable nature which in the judgment of the Port Authority would be materially lessened in value by being retained by them) the Port Authority shall not so sell any goods until after the expiration of six months after the time at which the goods are unshipped or delivered at the docks or works.

Restriction
as to time
of sale for
charges.

80. With respect to all goods of a perishable nature deposited and lodged with the Port Authority they may if they think fit sell any such goods at any time when in their judgment the goods would be materially lessened in value by being retained by them and whether or not they have notice of the non-payment of freight claimed on the goods or notice to retain the same.

Sale of
perishable
goods.

81. When the Port Authority so sell any such perishable goods they shall apply the proceeds of the sale so far as they suffice in the first place in payment of the Customs duties and Inland Revenue duties (if any) payable in respect of the goods and in the next place in payment of the rates and charges due and payable to the Port Authority in respect thereof and the expenses of the sale and in the next place if the Port Authority have been duly served with notice in writing of the claim for freight in respect of the goods (but not otherwise) in payment of the freight rendering on demand the surplus (if any) of the proceeds and the unsold goods (if any) to the person appearing to them to be entitled thereto.

Application
of proceeds
of sale.

82. If any goods in respect of which the Port Authority are by this Act authorised to take and receive rates have been removed without payment of such rates the Port Authority may distrain or arrest any other goods within the limits of any of the docks and works of the Port Authority belonging to or standing in the name of the person liable to pay such rates and may sell the goods so distrained or arrested and out of the proceeds of such sale pay the rates due to themselves rendering the overplus (if any) to the owner of such goods on demand

Power to
distrain or
arrest goods.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. or the Port Authority may recover such rates by action in any court of competent jurisdiction Provided always that the Port Authority shall before making any such distress or arrestment as aforesaid pay all duties which may be payable to His Majesty in respect of the goods so distrained or arrested and may retain the amount of the duties so paid out of the proceeds of such sale.

As to re-
covery of
Surrey
Canal rates.

83. If any person liable to pay any rate by this Act authorised to be demanded and taken by the Port Authority in respect of the use of the Surrey Canal fail to pay the same to the person appointed by the Port Authority to collect the same the Port Authority in addition to any other remedies by this Act granted may seize the vessel laden with the goods in respect whereof the rate ought to be paid or from which such goods have been discharged and detain such vessel and goods until the rate due and the cost of such seizure and detention be paid or may seize any other vessel using or entering on any part of the docks and works and laden with goods belonging or consigned to the person so making default and may land such last mentioned goods and detain them until the rate due and the costs of such seizure detention and landing be paid and if such vessel and goods so detained and such goods so landed and detained be not redeemed within five days after seizure the Port Authority may sell the same and pay themselves the rate and the costs of such seizure detention landing and sale respectively rendering the surplus if any to the owner on demand.

Notice of
intention to
sell vessels
or goods.

84. Before selling (except in case of emergency) any vessel or goods for the purpose of recovery of rates and expenses or either of them under the powers contained in the foregoing provisions of this Act the Port Authority shall give to the owner of any vessel or to the owner or consignee of any goods forty-eight hours' notice of their intention to sell the same by posting a prepaid letter addressed to such owner or consignee at the place (if any) in the United Kingdom where he carries on business or at his last known place of abode in the United Kingdom or if such owner or consignee or his last place of business or abode should not be known to the Port Authority then before selling any vessel or goods as aforesaid a like notice shall be exhibited by the Port Authority for forty-eight hours at the head office of the Port Authority.

85. If any difference arise between the collector and the owner of any goods or other person liable to pay any rates thereon concerning the kinds quantities weights measurements or values of the goods in respect of which such rates are payable the collector may cause all such goods to be weighed measured or examined as the case may be and for this purpose the goods shall if required by either party to the difference be landed at the dock or wharf for which they are entered or if not so entered at the dock or wharf where the vessel is discharging or if the vessel is discharging in the river at a wharf to be named by the master of the vessel.

A.D. 1920.

Landing
weighing
&c. of goods
in case of
difference.

86. If the weight or quantity of any goods in respect of which any rates are payable shall be greater than that shown by or the descriptions measurements or values of any such goods shall be incorrectly given in the bill of lading account or statement or in the case of port rates on goods the bill delivered by the owner of the goods or other person liable to pay the rates thereon the expenses of the landing and delivery weighing measuring or examination as the case may be shall be paid to the Port Authority by the owner of the goods or such other person and shall be recoverable by the same means as such rates but if the weight or quantity of such goods shall be the same or less than or the descriptions measurements or values shall agree with that shown by the bill of lading account or statement or bill as the case may be so delivered the Port Authority shall pay all the expenses of such landing and delivery weighing measuring or examination and shall also pay to the owner of the goods or such other person all the expenses occasioned by such landing and delivery weighing measuring or examination as the case may be.

Expenses of
landing
weighing
&c. of goods.

87. If any dispute arise concerning the amount of any rates rents charges or expenses due or the charges occasioned by any distress or arrestment by virtue of this Act the person making such distress or using such arrestment may detain the vessel tackle furniture or goods distrained or arrested until the amount of the rates rents charges or expenses due or the charges of such distress or arrestment be ascertained by a justice who upon application made to him for that purpose shall determine the same and award such costs to be paid by either of the parties to the other of them as he shall think reasonable and such costs

Settlement
of disputes
concerning
amount of
rates or
charges
occasioned
by distress.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. if not paid on demand shall be levied by distress and sale and such justice shall issue his warrant accordingly.

Penalties for evasion of payment of rates.

88.—(1) If the master of any vessel or the owner of any goods imported into or exported out of the Port of London or any other person liable to pay any rates thereon or any clerk or servant acting for or on behalf of such owner or other person shall by any means whatsoever at any time elude or evade or attempt to elude or evade or neglect or omit to pay any rates payable in respect of such vessel or goods or any part of any such rates or shall furnish false information to any person with a view to eluding or evading any such payment every person eluding or evading or attempting to elude or evade or neglecting or omitting to make payment as aforesaid or furnishing any such false information as aforesaid shall be liable to pay to the Port Authority by way of damages in addition to such rates a sum equal to the rates so eluded or evaded or attempted to be eluded or evaded or neglected or omitted to be paid and shall also be liable to pay by way of penalty for each such offence a sum not exceeding ten pounds.

Penalties to extend to principals.

(2) All penalties to which clerks or servants are rendered liable by this section for any act neglect or omission in respect of which a penalty is imposed by that section shall extend to the principals on whose account or for whose profit or advantage such act neglect or omission shall have been done or made.

Collector of Customs may withhold a clearance to any vessel until rates are paid.

89. The collector or other proper officer of Customs and Excise for the district within which any of the docks and works are situate may with the consent of the Commissioners of Customs and Excise refuse to receive any entry or give any discharge or clearance or to take any report inwards or outwards of any vessel liable to the payment of any of the rates rents charges or expenses imposed by this Act until the master of such vessel produces to such collector or officer a certificate under the hand of the collector of rates that the rates rents charges or expenses payable in respect of such vessel and any goods imported or exported by such vessel have been paid or if there be any dispute as to the amount of the rates rents charges or expenses payable until such collector or officer shall be satisfied that sufficient security has been given for the payment thereof when ascertained together with the expenses arising from the non-payment thereof.

90. The Port Authority shall not make any agreement or renew any agreement subsisting at the date of the passing of this Act by which any preferential rates or allowances on vessels or goods or for discharging the same are or may be provided for but subject and without prejudice to any provision contained in this Act and to any agreements which may be subsisting as aforesaid all rates imposed by the Port Authority in exercise of the powers conferred on them by this Act shall be charged equally in respect of all vessels of the same description carrying the same description of goods under the same circumstances or as the case may be in respect of all goods of the same description under the same circumstances in the same dock.

A.D. 1920.
Prohibition
of preferential dock
charges.

91. If and whenever any question or questions arise between the Port Authority and any person or persons subject to any charges which the Port Authority are authorised to make in respect of discharging and other services connected therewith as to whether such charges are reasonable such question or questions shall be from time to time determined by the Railway Commissioners who shall have jurisdiction from time to time to fix the same and to entertain and determine such questions:

Certain
questions
referred to
and may be
determined
by Railway
Commissioners.

Provided always that if at any time it shall be decided at law that the Port Authority have not the exclusive duty and right of discharging the cargoes of vessels the above provision shall cease to have operation.

92. The Port Authority shall keep books of account in which shall be entered the several sums received by or payable to them for rates in respect of vessels the tonnage of each vessel for which such rates are received or payable the name of the master thereof the port to which such vessel belongs the place from which on each occasion such vessel arrived and the place to which on each occasion such vessel is bound and also the several sums received by or payable to them in respect of the goods landed from or taken on board every vessel within the limits of the docks and works.

Port Authority to keep
account of
rates on
vessels.

93. Lists of the various rates for the time being payable to the Port Authority shall be open at all reasonable hours to the inspection of any person without payment of any fee at the principal office or any of the collecting offices of the Port Authority and copies of the various lists as revised from time to time shall be kept on sale at all such offices of the Port Authority

Publication
of lists of
rates.

A.D. 1920. at a price not exceeding one shilling for each copy of any such list For the purpose of calculating the amount of any rate payable in respect of any article under the provisions of this Act the rate set over against such article in any list shall be the rate actually charged in respect thereof.

PART IV.

GENERAL FINANCIAL PROVISIONS.

Security for
existing
liabilities.

94.—(1) Any debentures debenture stock mortgage debts or other charges which at the date of the passing of this Act were secured on the port fund shall with the interest thereon continue to be so secured notwithstanding the partial repeal of the Port of London Act 1908 and any debentures debenture stock mortgage debts or other charges secured on any specific property of the Port Authority shall remain charged on that property and any holder of debentures or debenture stock mortgagee or other person secured shall continue to have the same rights and remedies against the Port Authority and against the port fund or any specific property charged in the same manner and to the same extent in all respects as he would have had if this Act had not been passed.

(2) The Port Authority may agree with the holder of any such debentures or debenture stock mortgagee or other person secured for the substitution of such amount of Port of London stock (hereinafter referred to as “port stock”) of such class as may be agreed for the debentures debenture stock mortgage or other security.

Powers of
borrowing.

95.—(1) The Port Authority may borrow money for the purpose of—

- (A) Raising any money payable in respect of the transfer under this Act of any undertaking affording or intending to afford accommodation or facilities for loading unloading or warehousing goods in the Port of London :
- (B) Dredging and otherwise improving the River Thames :
- (C) Constructing or completing any works for improving the accommodation and facilities of the Port of London (including the works authorised by the Port of London Act 1917) or acquiring land for any such work :

(D) The erection of offices for the Port Authority and the acquisition of land therefor and for the purposes of enabling the Port Authority to exercise the powers conferred on them by section 21 of the Port of London Act 1912 which section is set out in the Fourth Schedule hereto and by the section of this Act the marginal note whereof is "Sale to Port Authority by Commissioners of Woods of reserved bed of river" and with the consent of the Ministry of Transport for the purpose of any payment by the Port Authority or of any work or other thing which the Port Authority are authorised to execute or do and which or the cost of which ought in the opinion of the Ministry of Transport to be spread over a term of years. A.D. 1920.

(2) Money borrowed under this section may be borrowed by the issue of port stock or in such other manner as the Ministry of Transport may by order direct and such money and the interest thereon shall be charged on the port fund and all the revenues of the Port Authority.

(3) Any money borrowed under this Act if borrowed for the purpose of---

- (A) Purchasing redeeming or paying off any debentures mortgage debt or other charge; or
- (B) Raising any money payable in respect of the transfer under this Act of any undertaking affording or intending to afford accommodation or facilities for loading unloading or warehousing goods in the Port of London; or
- (C) Constructing or completing any works for improving the accommodation and facilities of the Port of London (other than dredging) or acquiring land for any such work; or
- (D) The erection of offices for the Port Authority and the acquisition of land therefor and for the purposes of enabling the Port Authority to exercise the powers conferred on them by section 21 of the Port of London Act 1912 or by the section of this Act the marginal note whereof is "Sale to Port Authority by Commissioners of Woods of reserved bed of river";

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920: shall be repaid within such period not exceeding ninety years and if borrowed for any other purpose shall be repaid within such period not exceeding sixty years from the date of the borrowing as the Port Authority with the consent of the Ministry of Transport may having regard to the circumstances of each particular case determine.

(4) For the purpose of paying off a loan raised under this Act or under any previous Act the Port Authority shall have the like powers of reborrowing as a county council have under section sixty-nine of the Local Government Act 1888 and the provisions of that section so far as they relate to reborrowing shall apply as if they were herein re-enacted and in terms made applicable to the Port Authority and to the security on which the Port Authority are by or under this Act authorised to borrow.

Issue of
port stock.

96.—(1) For the purpose of enabling the Port Authority to raise money which they are authorised to borrow and to issue any port stock which by or under the provisions of this Act is to be or may be issued the Port Authority may create further port stock.

(2) The further port stock so created shall consist either of A port stock bearing interest at 3 per cent. and ranking *pari passu* with the existing A port stock or of port stock of any other class bearing interest at such rates as the Port Authority may resolve and ranking *pari passu* with the existing B port stock and with the other port stocks now outstanding.

(3) A port stock and the interest thereon (including all existing A port stock) and subject thereto B port stock and all other port stocks and the interest thereon shall be charged on the port fund and on all the revenues of the Port Authority.

(4) Subject to the provisions of this Act all port stock created by the Port Authority previously to the passing of this Act shall be transferred dealt with and redeemed in accordance with the regulations made with respect thereto by order of the Board of Trade prior to the issue of such port stock and all port stock created by the Port Authority under the powers of this Act shall be issued transferred dealt with and redeemed in accordance with regulations hereafter to be made by order of the Ministry of Transport prior to the issue thereof or such other regulations as the Ministry of Transport may from time to time by order prescribe and such regulations may without

prejudice to the generality of the above provision provide for the consent of limited owners and for the application of the Acts relating to stamp duties and to cheques and for the disposal of unclaimed dividends and may apply for the purposes of this section with or without modifications any enactments of the Local Loans Act 1875 and the Acts amending the same and of any Act relating to stock issued by the county council of London or by the corporation of any municipal borough.

A.D. 1920.

Provided nevertheless that the regulations to be made as aforesaid—

- (A) Shall authorise the holders of port stock of any class or classes of an aggregate nominal value of not less than five hundred thousand pounds in respect of the payment of interest on which the Port Authority have made default for a period of not less than three months to apply to the High Court for the appointment of one or more receivers and managers of the revenues property and undertaking of the Port Authority; and
- (B) Shall not make A port stock or B port stock redeemable before the expiration of twenty years from the date of issue thereof; and
- (C) Shall require at least six months' notice of intention to redeem port stock to be given; and
- (D) Shall provide for the interest on A and B port stock being paid half yearly.

97.—(1) Any port stock issued under this Act or under any Act repealed by this Act in substitution for any stock shall be held in the same rights on the same trusts and subject to the same powers provisions charges and liabilities as those in on or to which the stock was held immediately before the substitution and so as to give effect to and not to revoke any deed will or other instrument or testamentary or other disposition disposing of or affecting the stock and every such deed will instrument or disposition shall take effect with reference to the whole or a proportionate part as the case may be of the substituted port stock.

Provisions
as to sub-
stituted
stock.

(2) Trustees executors and all other holders in any representative or fiduciary capacity of any stock for which port stock is or has been substituted under this Act or under any Act

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. repealed by this Act may hold dispose of or otherwise deal with
— the substituted stock in all respects as they might have held
disposed of or otherwise dealt with the stock for which it was
substituted.

Power to
obtain ad-
vances.

98. The Port Authority may obtain advances of such sums of money as they may require for meeting their obligations and carrying on their business provided that the total amount advanced at any one time and outstanding (including any advances already obtained under the powers of the Port of London Act 1914) shall not exceed one million pounds or such larger sum not exceeding two million pounds as the Ministry of Transport may sanction and the sums so advanced shall be charged on the port fund and all the revenues of the Port Authority The foregoing provisions of this Act as to borrowing and the repayment of moneys shall not apply to advances under this section.

Power to
issue bills
and bonds.

99.—(1) For the purposes of raising any moneys which the Port Authority are authorised to borrow or for the purpose of securing any advances to be made to the Port Authority under the last preceding section of this Act the Port Authority may instead of or in temporary substitution for the powers which they may possess of borrowing money under the foregoing provisions of this Act by means of the issue of port stock or otherwise—

(A) Issue and renew bills subject to and in accordance with the regulations contained in the Fifth Schedule to this Act :

(B) Issue and renew bonds subject to and in accordance with the regulations contained in the Sixth Schedule to this Act :

(C) Receive money on deposit at such rate of interest and repayable on such date not exceeding ten years from the date of deposit as the Port Authority may from time to time determine and from time to time renew such deposits.

(2) Bills or bonds may be issued shortly before any other bills or bonds fall due in order to pay off those bills or bonds notwithstanding that the powers of borrowing conferred upon the Port Authority by this Act would thereby be temporarily exceeded.

(3) The total amount of any such bills bonds or moneys A.D. 1920.
received on deposit outstanding at any one time shall not in
the aggregate exceed the sum of three million pounds except by
the amount payable on bills or bonds issued shortly before any
other bills or bonds fall due in order to pay off those bills or
bonds.

(4) Each bill shall be for the amount directed by the Port
Authority not being less than one thousand pounds.

(5) Bills or bonds or moneys received on deposit at interest
under the provisions of this section shall be charged on the port
fund and all the revenues of the Port Authority and for the
purposes of subsection (c) of the proviso to the section of this
Act of which the marginal note is "Order in which revenue to
be applied" the moneys raised or secured thereby shall be
deemed to be a temporary loan within the meaning of such
subsection.

(6) The Port Authority may enter into any such arrange-
ment as they may think proper with any banker firm of bankers
or banking company for carrying into effect the provisions of
this Act with respect to the issue of bills or bonds and to the
payment of the principal sums named therein and to all matters
relating thereto and for the proper remuneration for the services
rendered with reference thereto.

(7) For the repayment of money raised by bills or bonds
or received on deposit the Port Authority may raise money by
the issue of further bills or bonds or by the receipt of further
moneys on deposit or by any other method or methods by which
the Port Authority are authorised to raise money.

100. The Port Authority shall not be bound to see to the
execution of any trust whether express implied or constructive
to which any bond or the principal moneys or interest thereby
secured may be subject and the receipt of the person or persons
in whose names any bond shall stand in the books of the Port
Authority shall from time to time be a sufficient discharge to
the Port Authority for any moneys payable in respect of such
bond notwithstanding any trusts to which the same or the money
thereby secured may then be subject and whether the Port Autho-
rity shall or shall not have had notice of such trusts and the Port
Authority shall not be bound to see to the application of the
money paid upon such receipt.

Port Autho-
rity not
bound to
recognise
any trust.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

Persons not bound to inquire as to application of money borrowed.

101. Notwithstanding anything contained in this Act it shall not be necessary for any person or corporation who may lend or pay any money to the Port Authority on any bond to inquire into the application thereof.

Limiting amount of moneys to be borrowed.

102. The aggregate amount of moneys borrowed and outstanding at any one time whether raised by means of the issue of port stock or by any other means shall not unless Parliament otherwise determine exceed by more than ten million pounds at any one time the amount of port stock issued as the consideration for or in connexion with the transfer of the dock undertakings transferred to the Port Authority by the Port of London Act 1908, except by the amount payable on bills or bonds issued shortly before any other bills or bonds fall due in order to pay off such bills or bonds.

Maintenance of existing sinking or redemption funds.

103. The Port Authority shall maintain and keep up all sinking or redemption funds created by them previously to the passing of this Act in accordance with regulations made or to be made by the Ministry of Transport and shall carry out and comply with all regulations so made as aforesaid.

Creation of sinking or redemption funds.

104.—(1) The Port Authority shall in accordance with regulations made by the Ministry of Transport by the creation of one or more sinking or redemption funds or otherwise make provision for the repayment within the periods within which they are under this Act to be repaid of any sums borrowed by the Port Authority under this Act and separate funds shall be established for the redemption of each class of port stock issued under the powers of this Act. Provided that as respects any stock issued or money borrowed the period for the redemption or repayment of which is or may be ninety years the Port Authority shall not during the first ten years of the period allowed for redemption or repayment be required to make any payments into any sinking or redemption fund for or otherwise towards the redemption or repayment of the stock or loan.

(2) Any regulations made by the Ministry of Transport under this section so far as they relate to the repayment of any loans may apply with or without modification any enactments of the Local Loans Act 1875 and the Acts amending that Act and may contain such other provisions as appear to the Ministry of Transport necessary or proper and shall have effect as if they were enacted in this Act.

105. The Port Authority may during the period of construction of any work which the Port Authority are authorised to construct and from which revenue may after its completion be derived charge to capital as part of the cost of construction of any such work the interest at such rate not exceeding 6 per cent. per annum on any money raised to defray the expenses of construction of any such work and the acquisition of lands for the purpose for such period not exceeding ten years from the commencement of the construction of any such work as the Port Authority may determine.

A.D. 1920.
Power to charge interest to capital.

106. The receipts of the Port Authority on revenue account in any year shall be applied to the following purposes in the following order:—

Order in which revenue to be applied.

- (1) The payment of working and establishment expenses and the cost of the maintenance of the port and of the execution and performance of the powers and duties of the Port Authority (including among other things payments on account of pensions superannuation allowances and compensation payable to officers and servants) properly chargeable to revenue account :
- (2) The payment of interest on A port stock and any arrears thereof :
- (3) The payment of interest on other classes of port stock and any arrears thereof :
- (4) The payment of interest on any loan raised by the Port Authority otherwise than by the issue of port stock :
- (5) The payment of any sums required under this Act to be paid into any sinking or redemption fund or otherwise towards the discharge of any capital liability :
- (6) The payment into the reserve fund of any sums required by this Act to be paid into that fund :

And the balance if any shall be applicable to such purposes and in such manner for the benefit of the Port of London as the Port Authority may determine :

Provided that—

- (A) The Port Authority shall be entitled at the end of the year to carry forward such sum as may be reasonably necessary for meeting current expenses; and

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

(B) If the Ministry of Transport so direct the payment of interest on a temporary loan repayable in a period not exceeding two years shall rank *pari passu* with the payment of interest on any class of port stock; and

(c) The certificate of the auditor of the accounts of the Port Authority subject to such variations as the Ministry of Transport may allow shall be conclusive as to the amount available for any of the purposes aforesaid.

Reserve
fund.

107.—(1) The Port Authority shall continue to maintain their existing reserve fund and shall carry thereto such part of the receipts on revenue account as is available for the purpose until the fund amounts to one million pounds and if the fund is subsequently reduced below that amount the Port Authority shall carry to the fund so much of any such receipts as is required to restore the fund to that amount and is available for the purpose.

(2) The said reserve fund shall be applicable only towards meeting any deficiency on revenue account in any year. Provided that if it is proved to the satisfaction of the Ministry of Transport that it is expedient to apply any part of it to any other purpose the Ministry may by order authorise the Port Authority to apply so much thereof as may be specified in the order to such other purpose subject however to such conditions (if any) as may be specified in the order.

(3) The sums paid into the reserve fund shall be invested in manner from time to time prescribed by order of the Ministry of Transport.

Power of
Ministry of
Transport
to order
increase of
rates and
make Pro-
visional
Orders.

108.—(1) The Port Authority shall at the beginning of every financial year of the Port Authority submit to the Ministry of Transport an estimate of the receipts and expenditure of the Port Authority during that financial year whether on account of property dues loans or otherwise.

(2) If the Ministry of Transport are satisfied that the receipts of the Port Authority on revenue account in any year are likely to be insufficient to meet the charges payable out of revenue in that year or that the receipts of the Port Authority on revenue account in the last preceding year were insufficient to meet the charges payable out of revenue in that year the Ministry may

make an order requiring the Port Authority to levy any additional or increase any existing rates which they are authorised to levy to such extent and for such period as the Ministry may specify in the order and the Port Authority shall comply with the order so made so however that neither the additional nor the increased rates shall exceed the maximum rates for the time being allowed by law. A.D. 1920.

(3) The Ministry of Transport may from time to time and at any time on the application of the Port Authority make a Provisional Order increasing all or any of the maximum rates for the time being chargeable by the Port Authority whether under the powers of this Act or under the powers of any Act of Parliament or Provisional Order made under this section or under any Order made by His Majesty in Council for the time being in force or under any power or authority conferred by any such Act or Order.

109.—(1) As soon as may be after the end of each financial year of the Port Authority the accounts of the Port Authority and any committee appointed by them and of their officers shall be made up to the end of that year and shall be in such form and contain such particulars as may for the time being be prescribed by the Ministry of Transport and shall be audited by an auditor appointed by the Ministry of Transport. Accounts
and audit.

Provided that—

- (A) The regulations made by the Ministry of Transport shall provide for the accounts of all sums expended by the Port Authority in erecting maintaining and managing warehouses and of all receipts in respect of the warehousing of goods being kept distinct from the other accounts of the Port Authority and for those accounts being audited as a separate section of the accounts of the Port Authority; and
- (B) In prescribing the form of accounts the Ministry of Transport shall have regard to the desirability of showing separately so far as practicable such items of receipts and expenditure on capital and revenue account as are wholly or mainly attributable to the dock undertakings of the Port Authority In particular the regulations shall provide that all receipts from port rates on goods discharged from

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]
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A.D. 1920.

or taken on board ships not within the dock premises of the Port Authority shall be shown separately from the receipts from port rates on goods discharged from or taken on board ships within such premises and any new Provisional Order made by the Minister of Transport under the powers in that behalf conferred on him by the section of this Act the marginal note whereof is "Port rates on goods" shall provide for the making of regulations to the same effect :

Provided also that as from such date as the Port Authority and the Association of Public Wharfingers of the Port of London agree all or any of the regulations made by the Ministry of Transport under paragraph (a) of the first proviso of this subsection shall cease to have effect or shall cease to have effect for such period as may be provided for by such agreement.

(2) The Port Authority shall give to the auditor access to such books and documents as are necessary for the purposes of the audit and shall when required furnish to him all vouchers and information requisite for that purpose and shall afford to him all facilities for the proper execution of his duty.

(3) If the auditor reports to the Ministry of Transport that the Port Authority have declined or neglected to comply with any of his recommendations or requirements the Ministry may if they think fit after giving the Port Authority an opportunity of being heard make an order directing the Port Authority to comply with such recommendations and requirements with or without modification as may be specified in the order.

(4) Within fourteen days after the completion of the audit the Port Authority shall publish an abstract of the accounts together with any report of the auditor thereon in some one or more London newspapers.

(5) The remuneration of the auditor shall be such as the Ministry of Transport direct and that remuneration and all expenses incurred by him in or about the execution of his duties to such an amount as the Ministry of Transport approve shall be paid by the Port Authority.

Power of
Ministry of
Transport
to require
estimates.

110. If the Ministry of Transport at any time consider it desirable that estimates should be submitted and the accounts of the Port Authority made up and audited more than once a year the Ministry may make an order to that effect and may

by the order make such modifications in the provisions of this Act relating to the submission of estimates and the making up and auditing of the accounts of the Port Authority as may be necessary to give effect to the order.

A.D. 1920.
and audit
more than
once a year.

111.—(1) The Port Authority may if they think fit but without prejudice to the right of the Port Authority to effect insurances establish an insurance fund for the purpose of meeting or making good any loss or liability of the Port Authority arising by loss or destruction of or damage to any buildings or other works or goods or any loss or destruction of or damage to or caused by any vessel or craft or fixed or floating cranes belonging or on loan to or under the care custody or control of the Port Authority and the Port Authority may pay into such fund in any year such sum as the Port Authority may think fit out of the receipts of the Port Authority on revenue account and as part of the working and establishment expenses and the cost of the maintenance of the Port of London.

Insurance
fund.

(2) All moneys for the time being standing to the credit of the said fund shall be invested in any securities in which the reserve fund provided for in this Part of this Act may for the time being be invested and the interest and annual proceeds arising from such securities shall be invested and accumulated in the fund.

PART V.

PROVISIONS RELATING TO THE DOCKS AND WORKS.

(a) *General Powers and Obligations of the Port Authority.*

112. The Port Authority may make provide use and maintain all necessary drawbridges swingbridges swivel bridges and other bridges roads gates quays warehouses sheds steam or other engines pumps cranes wharfs piers slips shipping places jetties landing places cuts sluices locks basins dry and graving docks culverts floodgates rails railways tramways sidings stations junctions signals platforms stages ways approaches lifts drops gridirons gutters sewers drains buildings hydraulic telegraphic telephonic and electric works walls stages gantries caissons and other works apparatus equipment conveniences requisites matters and things connected with their dock systems and shall and may maintain and repair all their existing docks basins entrances and other works and premises and may maintain and lay down or place

Power to
make and
maintain
bridges
roads quays
locks &c.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
• Act, 1920.

A.D. 1920. — in the River Thames such buoys dolphins mooring posts and mooring craft as they shall from time to time judge necessary or proper for the more convenient use of their docks basins and entrances and of the quays or wharfs and other works appertaining thereto :

Provided always that no such buoy dolphin mooring post or mooring craft shall be laid down or placed so as to injure the navigation of the River Thames.

Abandoned works affecting Thames may be removed by Board of Trade.

113. If any work constructed by the Port Authority in under over through across or affecting the River Thames is abandoned or suffered to fall into disuse or decay the Board of Trade may abate and remove the same or such part thereof as they deem fit and may restore the site thereof to its former condition at the cost of the Port Authority the amount whereof shall be a debt due from the Port Authority to the Crown and be recoverable accordingly with costs of suit or the same may be recovered with costs as a penalty is recoverable from the Port Authority.

Lights to be exhibited upon docks and other works and upon temporary works and materials.

114. The Port Authority shall hang out and exhibit at or near to the docks river walls embankments and piers or jetties forming part of their undertaking every night from sunset to sunrise lights to be kept burning by and at their expense and proper and sufficient for the navigation and safe guidance of vessels and the lights may from time to time be altered by the Port Authority in such manner and be of such kind and number and be so placed and used as they may approve and direct and in case the Port Authority fail so to exhibit and keep burning the lights they shall for every such offence forfeit not exceeding ten pounds and further they shall exhibit under a like penalty lights upon any temporary works or materials which may be placed on the River Thames by them during the making repairing or alteration of any dock river wall embankment pier or jetty.

Buoys to be laid down in docks.

115. The Port Authority shall lay down buoys for the guidance of vessels in such situations within the limits of the docks and works and of such character as shall from time to time be directed by the Trinity House.

Lifeboat to be provided at docks.

116. The Port Authority shall if and whenever requested so to do by the Board of Trade in the case of any particular

dock provide and maintain in good repair at such dock an efficient and well appointed lifeboat and such mortar and rockets as the Board of Trade by writing under the hand of a secretary or assistant secretary of the Board of Trade shall approve of with all necessary tackle and a competent crew and proper persons for the effectual working thereof for the assistance and succour of vessels in distress and the Port Authority shall cause such lifeboat mortar and rockets to be stationed at or upon the most advanced works of such dock or such other place as the Board of Trade shall approve of as aforesaid and to be used on all necessary occasions.

A.D. 1920.

117. The Port Authority shall be liable to a penalty not exceeding two pounds for every twenty-four hours during which any such lifeboat mortar or rockets or the tackle belonging thereto shall not be provided or maintained and stationed in accordance with the requirements of the Board of Trade.

Penalty for not providing lifeboat.

118. The Port Authority shall if and whenever requested so to do by the Board of Trade in the case of any particular dock provide and maintain in good repair and working order in a proper part of such dock and in such manner as the Board of Trade shall by writing under the hand of a secretary or assistant secretary of the Board of Trade approve of an efficient self-registering tide gauge with a barometer and they shall cause the daily working and results of any such tide gauge and barometer and a daily account of the state of the wind and weather to be regularly and properly kept and shall cause the full and true results and details thereof to be sent monthly to a secretary or assistant secretary of the Board of Trade.

Tide gauge and barometer to be provided.

119. The Port Authority shall be liable to a penalty not exceeding two pounds for every twenty-four hours during which the said self-registering tide gauge and barometer shall not be provided or maintained or such account of the wind and weather shall not be kept as aforesaid and they shall be liable to a penalty not exceeding ten pounds for each month they shall neglect or refuse to send as aforesaid to the Board of Trade a full and true account of the daily workings of the said tide gauge and barometer and of the daily state of the wind and weather.

Penalty for not providing tide gauge.

120. The Port Authority shall provide proper servants and labourers for working cranes erected or provided at the Millwall

Port Authority to provide persons for working cranes.

A.D. 1920. — and Surrey Commercial Docks and at the Albert Dock and the Albert Dock Extension at all reasonable times for the use of the public.

Power to supply docks &c. with water.

121. The Port Authority may—

- (A) Supply the docks and works at all times with water from the River Thames and the River Lee; and
- (B) Make repair and maintain such and so many sluices tunnels pipes feeders aqueducts brooks watercourses and channels upon or through the lands or grounds adjoining or near to the East and West India Docks the Tilbury Docks and the St. Katharine Docks or any of them for conveying water to or from such docks as they shall think fit.

Power to make bricks.

122. The Port Authority may make the bricks to be used in any of their buildings or other works in or upon any part or parts of the ground now or hereafter belonging or to belong to them.

Power to scour docks.

123. The Port Authority may as often as occasion shall require well and sufficiently cleanse scour open deepen widen or cut through and take away any banks hills earth soil or rubbish in their docks basins canals and cuts or any of them or near the entrances thereto in such manner as the Port Authority shall think proper for the convenient entrance of shipping into the said docks basins canals and cuts and their security and accommodation therein.

Power to cleanse adjoining water-courses at owner's expense.

124. If and whenever the ditches and drains belonging to the owner or occupier of any land adjoining or near to any of the docks or other premises of the Port Authority shall not be sufficiently open for the free passage of the water from the drains weirs culverts and passages belonging to the docks or works and the same shall not be remedied within thirty days after notice in writing for that purpose given to or left at the last usual place of abode of such owner or occupier by the Port Authority the Port Authority may cause such ditches and drains to be opened cleansed and repaired and the reasonable expenses thereof shall be repaid to the Port Authority by such owner or occupier and in case of refusal to satisfy the same within thirty days after demand thereof the same shall and may be recovered in such manner as penalties and forfeitures are hereinafter directed to be recovered.

125. The Port Authority may at all times deepen dredge scour and cleanse the bed and shores of the River Thames adjoining or near to the locks piers or other works at the entrances from the River Thames to the docks basins and canals now already made and to any docks basins or canals hereafter to be made so as to preserve there a depth of water the same as or greater than on the cills of the docks or at the entrances and so as to admit vessels navigating or entering into the said docks basins and canals from the said River Thames and for the purpose of constructing or repairing the works may from time to time make cofferdams on the beach of the River Thames to keep out the water :

A.D. 1920.
Power to maintain depth of water at entrance to docks.

Provided that nothing in this section shall extend to or authorise any dredging of the dock or basin known as "the London Eastern Dock" over the tunnel of the East London Railway Company for the purpose of deepening such dock or basin below a level of three feet above the top of the structure of the said tunnel.

126. The docks basins canals entrances locks cuts outlets inlets and other premises of the Port Authority forming part of or appurtenant to their several docks whether already made or which shall be made or completed under the authority of this Act or of any other Act affecting the Port Authority shall for the purpose of any custom or of any public Act now in force be deemed and held to be part of the Port of London.

Docks to be deemed part of Port of London.

127. The owner or master of any vessel resorting to the docks of the Port Authority shall be at liberty to take such vessel to whichever dock he may select provided that there is sufficient vacant accommodation in such dock.

Shipowners may resort to any dock.

128. The Port Authority may appoint constables who shall be sworn in by two justices duly to execute the office of a constable within the limits of the docks and works and within one mile of the same and when so sworn in shall have the same powers protections and privileges within the limits aforesaid and in relation to or on board any vessel therein and shall be subject to the same liabilities as constables have or are subject to by the laws of the realm Any two justices may dismiss any such constable from his office and upon such dismissal all powers protections and privileges vested in such constable shall cease.

Power to appoint constables.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. Power to appoint meters and weighers.

129. The Port Authority may appoint and license a sufficient number of persons to be meters and weighers within the limits of the docks and works and remove any such persons at their pleasure and may make regulations for their government and fix reasonable rates to be paid or other remuneration to be made to them for weighing and measuring goods.

Licensed meters and weighers only to be employed.

130. When a sufficient number of meters and weighers have been appointed by the Port Authority under the powers of this Act the master of any vessel or the owner of any goods shipped unshipped or delivered within or upon the docks and works shall not employ any person other than a weigher or meter licensed by the Port Authority or appointed by the Commissioners of Customs and Excise to weigh or measure the same and if in such case any person other than a meter or weigher licensed by the Port Authority or a meter or weigher appointed by the Commissioners of Customs and Excise shall weigh or measure any such goods as aforesaid such person as well as the person by whom he shall be employed shall for every such offence be liable to a penalty not exceeding five pounds and the weighing or measurement of any such goods by any such person shall be deemed illegal.

Penalty on giving undue preference.

131. If any officer or servant of the Port Authority or any of their lessees or the servants of such lessees shall give any undue preference or show any partiality in loading or unloading any goods on any of the quays wharfs or other works belonging to the Port Authority the person so offending shall be liable to a penalty not exceeding five pounds.

Officers of Customs and Excise to have access to docks.

132. All officers of Customs and Excise being in the execution of their duty shall at all times by day and night have free ingress and egress into and out of the docks and works and through the locks and gates thereof and may freely pass and repass with their vessels at all times when the state of the tide and water communication will admit without any payment for so doing.

Officers of Board of Trade to have access to docks.

133. All officers of the Board of Trade and Ministry of Transport being in the execution of their duty shall have free ingress and egress into and out of the Tilbury Dock and also freely pass with their vessels and boats through the water com-

munications of the said docks at all times without payment of any toll or sum for so doing. A.D. 1920.

134. Every constable on duty at the docks and works having just cause to suspect that any felony has been or is about to be committed on board any vessel within the limits of the docks and works or of the authority of the dockmaster may with such assistance as he thinks requisite enter at all times as well by night as by day in and upon every such vessel and search the same and take all necessary measures for the effectual prevention or detection of all felonies which he has just cause to suspect have been or are about to be committed and apprehend and detain all persons suspected to be concerned in the felonies and also all property suspected to be feloniously stolen and produce the same before some justice. Power of constables to go on board vessels.

135. The Port Authority may purchase build and maintain and also hire steam or other vessels and convey therein goods between or to or from their docks and warehouses and make such reasonable charge for the conveyance of goods as they from time to time find expedient. Power to acquire vessels for conveyance of goods.

136.—(1) The Port Authority may build provide and maintain as part of their undertaking at or connected with their docks canteens refreshment rooms and other like accommodation and may furnish stock equip and manage such canteens and refreshment rooms and may carry on the business thereof and may employ officers managers and servants therein or in connexion therewith and may apply the port fund and may acquire and hold lands for these purposes Provided that no canteen refreshment room or other like accommodation shall be built provided or maintained by the Port Authority within the Customs wall or fence bounding any docks at which the quays are legal quays or sufferance wharfs without the consent of the Commissioners of Customs and Excise. Power to provide and maintain canteens &c.

(2) The officer or manager of any such canteen or refreshment room designated as such by the Port Authority shall be deemed to be the real resident owner or occupier thereof.

(3) The Port Authority may let on lease or otherwise any such canteen refreshment room or other like accommodation so provided by them as aforesaid

A.D. 1920. (b) *Powers and Duties of Superintendents and Dockmasters.*

Powers of
superin-
tendents
and dock-
masters.

137. Every superintendent or dockmaster appointed or employed by the Port Authority may give directions for all or any of the following purposes (that is to say):—

For regulating the time at which and the manner in which any vessel shall enter into go out of or lie in or at any dock pier basin canal lock cut or entrance under his control and within his radius and its position mooring or unmooring placing and removing while therein :

For regulating the position in which any vessel shall take in or discharge its cargo or any part thereof or shall take in or land its passengers or shall take in or deliver ballast within on or at any dock pier basin or canal within his jurisdiction :

For removing unserviceable vessels and other obstructions from within his jurisdiction and keeping clear the docks piers basins canals locks cuts and entrances under his control.

Penalty on
giving false
draught of
water.

138. If the master of any vessel entering or leaving or intending to enter or leave any of the docks and works of the Port Authority shall give false information of the draught of water of such vessel to the dockmaster the master of such vessel shall for every such offence forfeit not exceeding twenty-five pounds without prejudice to any remedy of the Port Authority for compensation for any loss or damage occasioned thereby.

Dockmaster
may direct
dismantling
&c. of ves-
sels.

139. Every dockmaster appointed or employed by the Port Authority shall have full power and authority to order all vessels entering the docks basins canals locks cuts or entrances under his control or approaching any pier or jetty under his control to be dismantled in such manner as he thinks proper and safe for the vessels so entering or approaching and for the prevention of accident or mischief to other vessels or to the docks and works and during the time of every vessel's delivery or when discharged of her cargo to have such quantity of ballast on board or dead weight in her hold as he judges requisite and no vessel shall be allowed to enter any dock basin canal lock cut or entrance or approach any pier unless she be so dismantled nor shall any vessel which has so entered or approached be unladen so far as to render her insecure through the want of weight in her hold

or of such quantity of ballast on board as the dockmaster thinks expedient and every such dockmaster shall have full power to give directions for topping bracing or striking yards and masts and taking in running bowsprits and for having substantial hawsers and towlines and fasts to the dolphin mooring craft buoys mooring posts or rings and also to regulate the equipment rigging and lading of all vessels in or at the docks piers basins canals locks cuts or entrances under his control as he thinks necessary. A.D. 1920.

140. If any vessel shall enter any dock basin canal lock cut or entrance or approach any pier without being dismantled in manner required by the dockmaster after notice shall have been given to the master of such vessel to dismantle the same such master shall for every such offence be liable to a penalty not exceeding ten pounds. Penalty on failure to dismantle.

141. Before any vessel shall enter or pass into any of the docks basins locks or cuts of the Port Authority such vessel shall unless the special permission of the dockmaster shall have been given to the contrary have her sails lowered or furled so that she may not enter into or navigate any of the said docks basins locks or cuts under sail and in case the master of any vessel shall enter or navigate or cause or permit or suffer to enter or to be navigated such vessel under sail into or in the said docks basins locks or cuts or any of them without such special permission as aforesaid every master so offending shall for every such offence forfeit and pay any sum not exceeding twenty pounds. No vessel to enter into or navigate in docks under sail.

142. Every vessel in or near any of the docks and works shall have substantial hawsers towlines and fasts fixed to the dolphins booms buoys or mooring posts when required by the dockmaster and if any vessel shall be in or near any of the docks and works without substantial hawsers towlines or fasts fixed as aforesaid after notice from such dockmaster to the master of such vessel to furnish or fix the same the master shall for every such offence be liable to a penalty not exceeding ten pounds. Vessels to have hawsers &c. fixed to moorings.

143. Every person other than a dockmaster acting within the limits of his jurisdiction who shall wilfully cut break or destroy the mooring or fastening of any vessel lying in or near the docks and works shall for every such offence be liable to a penalty not exceeding five pounds. Penalty for wilfully cutting moorings.

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—
Dockmaster
may direct
alterations
in rigging
lading &c.

144. In case any dockmaster judges any act or proceeding in the rigging lading or equipment of any vessel injurious to the safety of the vessel or to other vessels lying in or entering or departing from any of the docks basins canals locks cuts or entrances under his control or to the docks and works he shall give notice to the master of the vessel or to some other person on board and appearing to be in charge of the vessel to discontinue and alter the same and in case such master or other person shall not according to the direction suspend or alter the act or proceeding immediately after notice so given for that purpose or if any vessel be left in the docks basins canals locks cuts or entrances without any person on board the master or owner of the vessel shall for every such offence forfeit not exceeding five pounds and the owner of the vessel shall also be answerable for all damage or injury sustained by any other vessels or by the Port Authority through neglect thereof.

Unservice-
able vessels
to be re-
moved from
docks.

145. No vessel which shall be laid by or neglected as unfit for sea service shall be permitted to lie within the limits of any of the docks and works but the superintendent or dockmaster may cause every such vessel to be at the expense of the owner thereof removed from the docks and works to such place or station as he shall select and the charges of removing or placing such vessel may be recovered from the owner of such vessel by summary complaint before any justice of the peace and in case of refusal or neglect in payment of such charges for the space of seven days after having been awarded by such justice the Port Authority may levy such charges by distress and sale of such vessel or of the tackle apparel or furniture thereof or any part thereof and the justice shall issue his warrant accordingly.

Dockmaster
may move
any vessel
within
docks.

146.—(1) If the master of any vessel in or at any of the docks and works or within any dockmaster's radius shall not moor unmoor place or remove the same according to the directions of the dockmaster or there be no person on board of any such vessel to attend to such directions the dockmaster may cause such vessel to be moored unmoored placed or removed as he shall think fit within or at the docks and works within his radius and for that purpose he may cast off unloose or cut the rope or unshackle or break the chain by which any such vessel is moored or fastened and all expenses attending the mooring unmooring placing or removing of such vessel shall be paid to the Port Authority by the master of such vessel Provided

always that before the dockmaster shall unloose or cut any rope or unshackle or break any chain by which any vessel without any person on board to protect the same shall be moored or fastened he shall cause a sufficient number of persons to be put on board of such vessel for the protection of the same. A.D. 1920.

(2) If any master of any such vessel shall hinder any dockmaster or any person employed by him in mooring unmooring placing or removing such vessel in manner aforesaid such master or other person shall for every such offence be liable to a penalty not exceeding five pounds and also to a penalty not exceeding twenty shillings for every hour during which such hindrance shall continue.

147. The master of any vessel which shall go into any of the docks of the Port Authority for the purpose of being discharged of her cargo shall cause her to be so discharged as soon as conveniently may be after entering therein and shall cause her after being so discharged to be removed without loss of time into such part of such dock as shall be set apart for light vessels or out of the dock premises and if the master of any such vessel shall not cause it to be removed within twenty-four hours after being required so to do by notice in writing signed by the superintendent or dockmaster either to such part of the dock as is so set apart or out of the dock premises as may be required by such notice he shall be liable to a penalty not exceeding ten pounds and the superintendent or dockmaster may cause such vessel to be so removed and the expenses of such removal shall be paid to the Port Authority by the master of such vessel. Discharge
and remov-
al of vessels.

148. No goods shall be allowed to remain on any of the quays wharfs piers jetties tramways or other ways or works or in any of the timber ponds of the Port Authority or in the approaches thereto for a longer time than shall be allowed by the byelaws of the Port Authority or shall be allowed to cause any obstruction to any such quays wharfs piers jetties tramways ways works or timber ponds and if any goods shall so remain or cause such obstruction without the consent of the Port Authority the superintendent or dockmaster or any person appointed by the Port Authority may remove the same to any of the premises of the Port Authority or other convenient place and keep the same until payment to the Port Authority of the expenses of such removal and of the keeping of the goods and Goods may
be removed
from quays
after lying
there longer
than allowed
by byelaws.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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A.D. 1920. if such expenses be not paid within seven days after demand thereof made upon the owner or if no such owner can be found the Port Authority may sell such goods and out of the proceeds of such sale pay such expenses rendering the overplus if any to the owner on demand.

Penalty for vessels adrift or improperly secured.

149. In case at any time any vessel shall be left adrift or not properly secured in any of the docks basins locks cuts or canals of the Port Authority (in this Act referred to as a "defaulting vessel") the master or the owner thereof shall for every offence forfeit and pay any sum not exceeding five pounds and the dockmaster may place a servant or servants of the Port Authority on board the defaulting vessel and may pay such servant or servants such reasonable wages as such dockmaster shall think fit and the amount of such wages may be recovered in manner provided by this Act for the recovery of rates on vessels.

Liability for damage caused by vessel adrift.

150. The owner and person on behalf of such owner in charge of a defaulting vessel shall in all cases be jointly and severally liable both to the Port Authority and all other persons for any damage sustained by the defaulting vessel or any cargo on board thereof and for any damage caused by the defaulting vessel to any other vessel or any cargo on board thereof and for any damage sustained by the owner of any vessel or any cargo on board thereof by reason of any obstruction caused by the defaulting vessel in any of the docks or canals of the Port Authority and for any damage caused by the defaulting vessel to the docks or other property of the Port Authority and the Port Authority shall not in any of the cases aforesaid be liable to any person or persons whatever for any damage caused by the defaulting vessel or such obstruction.

For regulating mooring of vessels to dolphins &c. of Port Authority.

151. Without prejudice to any other provision of this Act no vessel shall lie at any of the buoys or make fast to any of the dolphins mooring posts or mooring craft of the Port Authority in the River Thames within the limits of jurisdiction of any dockmaster save only such as are intended to go into or which within one hour last past came out of the docks basins locks or cuts of the Port Authority except with the special permission of the dockmaster and every master of any vessel lying or moored or having made fast to any of the buoys dolphins or mooring posts or craft shall remove therefrom the vessel under

his command within one hour after being required to do so by the dockmaster or failing therein shall for every such offence forfeit not exceeding twenty shillings for every hour the vessel remains at any of the buoys dolphins or mooring posts or craft after the requisition. A.D. 1920.

152. Whenever the Port Authority shall deem it necessary for the purpose of repairing scouring or cleansing any dock basin or pier that any vessel lying therein or thereat shall be removed therefrom the master of such vessel shall within three days after notice in writing signed by the superintendent or dockmaster has been given to him remove such vessel according to such notice and in case of his neglecting to do so such master shall be liable to a penalty not exceeding ten pounds. Vessels may be removed for repairing any dock &c.

153. If the master of such vessel cannot be found or if he neglect or refuse to remove the same as required by the said notice the superintendent or dockmaster may remove such vessel to such station as he shall select and the expenses of such removal shall be paid to the Port Authority by the owner of the said vessel or the master thereof Provided always that previous to the repair of the dock basin or pier which shall require the removal of the vessel therefrom the superintendent or dockmaster shall give three days' notice of such repair and of the necessity for such removal to the collector of Customs and Excise of the district and cause a like notice to be affixed on some conspicuous part of such custom house and of the office of the dockmaster. Dockmaster may remove such vessel on master failing to do so.

154. At any time after the expiration of twenty-four hours after the time when any lighter barge or like craft enters any dock basin cut lock or entrance of the Port Authority the superintendent or dockmaster may by notice in writing require the removal of the same out of the docks and works and the notice may be served by being delivered to the owner or left for him at his then usual or last known place of abode or business or by being forwarded by post directed to him at his then usual or last known place of abode or business or at his address as appearing on the craft or if not appearing thereon then as appearing by the books of the Port Authority And if within twelve hours after the delivering or sending of the notice the craft is not removed as thereby required the owner thereof shall for every such default be liable to a penalty not exceeding forty shillings and a further penalty of twenty shillings for every Removal of lighters out of dock.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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A.D. 1920. twenty-four hours or less period after the first twenty-four hours during which the delay continues. And at any time after the expiration of twenty-four hours after the delivering or sending of the notice the superintendent or dockmaster may remove the craft out of the docks and works and leave the same safely moored and the owner or master of the craft shall pay to the Port Authority the reasonable expense of the removal and the same may be recovered by the Port Authority.

Provisions
for regula-
tion &c. of
craft.

155.—(1) Except by permission of the dockmaster and in such positions as he may from time to time appoint no craft shall be made fast to or remain alongside of any pier head at any dock of the Port Authority.

(2) Except by written permission of the dockmaster and for such period only as he may authorise no craft without at least one able-bodied person on board and in charge thereof shall lie within the prescribed limits from the time of low water to the time of high water nor at any time after high water during which the work of docking or undocking vessels or craft is being carried on at the dock.

(3) No craft shall lie within the prescribed limits or as the case may be in any particular position within the same after any person in charge thereof shall have been directed by the dockmaster to remove such craft outside the prescribed limits or as the case may be to some other position within such limits appointed by the dockmaster.

(4) Nothing in the preceding subsections of this section shall extend to prevent any craft from lying at or alongside of any wharf or vessel within the prescribed limits for the purpose of loading or discharging so nevertheless as not in the opinion of the dockmaster to impede or obstruct the entrance into or departure from the dock.

(5) No craft without any person on board shall be adrift or not properly and securely moored within any dock.

(6) The owner and also the person in charge of any craft which does not comply with the foregoing provisions of this section shall be liable to a penalty not exceeding five pounds unless in the case of non-compliance with the provisions of subsection (5) of this section it be proved by him that such non-compliance did not arise from nor was caused by the act neglect or default of such owner or any person employed by such owner

Provided that no penalty shall be incurred under subsection (1) of this section if from the time of low water to the time of high water and at all times after high water during which the work of docking or undocking vessels or craft is being carried on at the dock there is a person on board and in charge of such craft and if such person shall immediately on being required by the dockmaster to do so remove such craft from or from alongside any pier head at the dock. Provided also that the owner may recover as a civil debt in a court of summary jurisdiction from the person (if any) by reason of whose act neglect or default he has been compelled to pay any penalty or costs the amount of such penalty and costs together with the costs of the proceedings to enforce such repayment. A.D. 1920.

(7) The dockmaster may refuse to admit into the dock or any lock of any dock any craft which is without any person on board or is not equipped with all proper and usual appliances for the safe navigation thereof and may if he think fit place a servant or servants of the Port Authority on board any such craft within the prescribed limits or within any lock cut or entrance of the dock or the approaches thereto and may cause such craft to be moored or removed as he may think fit and the reasonable charge for such mooring or removal shall be recoverable in a court of summary jurisdiction by the Port Authority as a civil debt from the owner of such craft.

(8) Whenever in the opinion of the dockmaster the admission departure or movement of any vessel into from or within the dock is being or is likely to be hindered or delayed by the manner in which any craft is lying or being navigated to or from or within any basin lock cut or entrance of the dock or within the prescribed limits the dockmaster may direct or cause such craft to be towed or removed as he may think fit and the reasonable charge for such towage or removal (not exceeding ten shillings) shall be recoverable in a court of summary jurisdiction by the Port Authority as a civil debt from the owner of such craft. Craft so removed while actually using the dock in such circumstances as would entitle such craft to exemption from dock rates shall be deemed for all purposes to be in continuous attendance at the ship or quay from which they were removed.

(9) Whenever requested by the dockmaster every person who is on board or in charge of any craft in the dock or within

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]
Act, 1920.*

A.D. 1920. the prescribed limits shall forthwith truly state his own name and residence and (if known to him) the name and place of business of his employer and the name and residence of the person in charge of such craft under a penalty not exceeding forty shillings for each offence.

(10) The person in charge of any craft entering the dock shall before leaving the entrance lock truly state in writing to the dockmaster the name of the ship quay berth or place in the dock for which such craft is bound and give all other information that may reasonably be required by the Port Authority as to the business in respect of which such craft is so entering the dock in default whereof such person shall be liable to a penalty not exceeding five pounds for each offence and the dockmaster may refuse to allow such craft to enter the dock or may remove or moor and detain the same therein in such position as he may think fit or he may remove the same beyond the prescribed limits and the reasonable charge for such mooring detention and removal shall be recoverable in a court of summary jurisdiction by the Port Authority as a civil debt from the owner of such craft Provided that if the dockmaster shall under the powers of this subsection refuse to allow any craft to enter the dock or remove the same beyond the prescribed limits he shall if required in writing to do so by the owner of the craft within twenty-four hours afterwards state in writing within twenty-four hours from the receipt by him of such request his reasons for such refusal or removal as the case may be.

(11) In this section—

The word “dock” means any dock or canal of the Port Authority and any part of any dock or canal;

The word “craft” includes lighter barge boat tug and vessel of every description other than passenger steamers and ocean going ships and whether used for navigation or otherwise on the water and any float of timber;

The word “owner” in the case of craft proved to be let on hire means the person to whom the same is so let;

The expression “the prescribed limits” means the distance measured from the dock or other local limits beyond the dock within which the powers of the dockmaster for the regulation of such dock are by the section of this Act the marginal note whereof is “Limits

of jurisdiction of dockmasters" authorised to be exercised and includes in the case of the Tilbury Dock the tidal basin of such dock. A.D. 1920.

156. No order or direction given by any dockmaster to the master of any vessel within the docks and works shall extend or be construed to extend or lessen or diminish any responsibility to which the said master shall be subject or liable in respect of such vessel or the cargo thereof. Responsibility of master of vessel to remain unaffected by orders of dockmaster.

157.—(1) The limits within which the powers of any dockmaster appointed by the Port Authority may be exercised shall be the dock or docks or canal of which he has been so appointed dockmaster and such parts of the River Thames as fall within such radii from the entrances of the several docks of the Port Authority as are hereafter specified. Limits of jurisdiction of dockmasters.

(2) The said radii shall be of such length and calculated from and by reference to the entrances of the several docks as follows:—

In the case of the East India Docks two hundred yards from each entrance :

In the case of the West India Docks two hundred yards from each entrance :

In the case of the London Docks two hundred yards from each entrance :

In the case of the St. Katharine Docks one hundred yards from each entrance :

In the case of the Royal Victoria Dock one hundred yards to be calculated from the point at which a straight line drawn through the centre of the entrance lock would intersect a straight line drawn from the outer point of one of the two jetties at the sides of the said entrance to the outer point of the other :

In the case of the Millwall Docks one hundred yards to be calculated from the centre of the gates at the entrance :

In the case of the Surrey Commercial Docks one hundred and fifty yards to be calculated in the case of each entrance from the point where the central line of the entrance lock intersects the river front of the wing walls of the entrance :

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In the case of the Tilbury Docks two hundred and fifty yards to be calculated from the southernmost points of each of the two piers or jetties on each side of the entrance :

In the case of the Royal Albert Dock three hundred yards to be calculated from the centre of the outer lock gates of each of the locks leading into the dock basin :

In the case of the Royal Albert Dock Extension three hundred yards to be calculated from the centre of the outer lock gates :

In the case of any other docks or entrances of the Port Authority three hundred yards to be calculated from any part thereof :

Provided always that nothing in this section shall be deemed to empower the Port Authority or the dockmaster of the Royal Albert Dock Extension to prevent or control the placing by the London County Council of any pontoon or floating fire brigade station within the said radius of three hundred yards from the entrance to the said dock so long as such pontoon or station does not interfere with vessels entering or departing from the said dock.

Saving of
Customs.

158. Nothing in this Act shall authorise any dockmaster for the time being of the Port Authority to do or cause to be done any act in any way repugnant to or inconsistent with any law relating to the Customs or any regulation of the Commissioners of Customs and Excise.

Penalty on
dockmaster
for misbe-
haviour.

159. If any dockmaster without reasonable cause or in an unreasonable or unfair manner exercise any of the powers or authorities by this Act vested in him he shall for every such offence be liable to a penalty not exceeding five pounds.

Penalty on
shipmasters
not comply-
ing with di-
rections of
dockmaster.

160. The master of every vessel within the docks and works or within the radius of any dockmaster shall regulate such vessel according to the directions of such dockmaster made in accordance with this Act and any master of a vessel who after notice of any such direction by such dockmaster served upon him shall not forthwith regulate such vessel according to such direction shall be liable to a penalty not exceeding twenty pounds.

161. Every person who shall assault resist obstruct or impede any superintendent or dockmaster or other officer of the Port Authority in the execution of his duty or wilfully disobey his lawful orders or who shall aid or incite any person so to assault or resist obstruct or impede such superintendent or dockmaster or other officer or wilfully to disobey such orders as aforesaid shall for every such offence be liable to a penalty not exceeding ten pounds.

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Penalty on persons resisting &c. dockmaster or other officers.

162. Every superintendent or dockmaster may enter into any vessel within the docks or canals or at or near any of the quays or piers of the Port Authority to search for any fire or light in or suspected to be in such vessel contrary to the provisions of this Act or of any byelaw made hereunder and may extinguish the same and any person who shall obstruct any superintendent or dockmaster in the execution of such duty shall for every such offence be liable to a penalty not exceeding ten pounds.

Power to enter vessel to search for fires or lights.

163. If any person in any way obstruct or be aiding or abetting any other person in obstructing in the execution of his duty or employment any constable watchman or other person thereto appointed by or having instructions in writing in that behalf from the Port Authority or from the superintendent or dockmaster in going on board or entering into or upon or being in or upon any vessel for the purpose of searching for or extinguishing any fire candle or light being or suspected to be therein contrary to any provisions of this Act or contrary to any byelaw rule or regulation in force by virtue of this Act or for the purpose of discovering any theft or embezzlement committed or suspected to have been committed in or about the vessel or for the purpose of quelling any riot or disturbance therein or for any other purpose authorised by this Act or by any such byelaw rule or regulation every person so offending shall for every such offence be liable to a penalty not exceeding five pounds.

Penalty on person obstructing constable in execution of his duty.

164. Any direction or notice required to be given by the superintendent or dockmaster in writing under the provisions of this Act with respect to the appointment of superintendents or dockmasters and their duties may be given verbally in any case of urgent or pressing necessity or whenever under the circumstances it may be reasonably impracticable to serve a written notice.

As to mode in which directions of dockmaster may be given.

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(c) *Handling &c. of Goods.*

Merchants
to have
access to
goods.

165. The Port Authority from time to time in accordance with and subject to their regulations in that behalf shall afford to merchants and others entitled to or having charge of any goods deposited in or upon any of the warehouses sheds wharfs quays timber ponds or premises of the Port Authority all proper and sufficient access to the goods so deposited.

Power to
issue certi-
ficates of
deposit and
warrants for
delivery of
goods.

166. The Port Authority from time to time at the request of any person warehousing or depositing any goods in any warehouse or upon or in any of the quays wharfs yards or timber ponds of the Port Authority specially appropriated for the purpose or entitled to any goods so warehoused or deposited may if the Port Authority think fit issue and deliver to him a certificate in a form approved by the Port Authority of the goods so warehoused or deposited or a warrant in a form approved by the Port Authority for the delivery of goods so warehoused or deposited or any part thereof to be respectively specified in the warrant.

Warrant not
to be given
till freight
rates &c.
paid.

167. Provided that no such warrant for delivery shall be given unless and until all liens and claims for freight and all other liens or claims whatsoever to which the goods were liable while on board any vessel and before the warehousing or depositing of the same and of which the Port Authority have notice in writing and all rates charges and expenses payable to the Port Authority with respect to the warehousing or depositing of the goods or for services performed by the Port Authority in respect thereof are paid or discharged.

Effect of
warrant.

168. Every such warrant for delivery shall be transferable by endorsement and shall entitle the person named therein or the last endorsee thereof named in the endorsement to the goods specified therein and the goods so specified shall for all purposes be deemed his property.

Notice to
detain goods
to be given
before issue
of warrants.

169. No notice to detain any goods for payment of freight due for goods landed from any vessel in any of the docks and works of the Port Authority shall be available unless the notice be in writing and be given to the Port Authority before the issue by them of the warrant for the delivery of the goods.

Warrants
&c. signed
by duly

170. All dock warrants delivery certificates transfer certificates and other documents relating to goods in the custody

of the Port Authority or to the management of the business of their docks being signed and issued by any officer duly authorised in that behalf shall be effectual in law and binding on the Port Authority and all other parties interested without any other signature and without any seal.

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authorised
officer suffi-
cient.

171. The master of any vessel loaded or part loaded which shall enter the docks or premises of the Port Authority shall within twelve hours after entering or being reported at the Custom House (which shall first happen) deliver or cause to be delivered at the offices of the Port Authority two true copies of the manifest or report of the cargo of such vessel signed by the said master and every such master refusing or neglecting to deliver such copies of such manifest or report within the time and in the manner aforesaid shall for every such offence forfeit and pay any sum not exceeding five pounds. Provided always that in the case of any vessel navigating the Surrey Canal in lieu of such copies a true account in writing of the cargo of such vessel signed as aforesaid stating from whence the same is brought and where it is intended to be landed shall be given by the master of such vessel to the collector of rates or other officer appointed by the Port Authority for the purpose.

Copies of
manifest of
cargo to be
delivered to
Port Autho-
rity.

172. Whenever the despatch of business is obstructed by any neglect or delay of the owner or consignee of any vessel cargo or part of cargo in making passing or lodging due entries for the cargo or any part thereof the Port Authority may cause a warehousing entry to be passed for the cargo or any part of the cargo of any vessel within the docks or other premises of the Port Authority for which an entry has not been made and the proper Customs order for the delivery of the cargo or part of cargo lodged with the proper officer of Customs and Excise at the docks by the owner or consignee thereof within forty-eight hours after the day on which the cargo of the vessel is reported at the Custom House provided the cargo or part of a cargo be such as by law may be warehoused and the expense of the entry shall be reimbursed to the Port Authority by the owner or consignee of the cargo or part of a cargo so entered and shall be recoverable in the like manner as the rates due and payable to the Port Authority in respect of the cargo or part of a cargo and the forty-eight hours shall be reckoned exclusive of Sunday Christmas Day Good Friday and any day appointed for a public or special holiday.

Power to
pass entries
when
owners of
goods neg-
lect to pass
them.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. **173.** Provided that no cargo or part of a cargo so entered by the Port Authority shall be liable to seizure by reason of any accidental error in entry not to render cargo seizable. inaccuracy in the passing of any such entry if it appear to the Commissioners of Customs and Excise that the inaccuracy was not intentional or occasioned by wilful and culpable negligence.

No cargo to be landed or shipped otherwise than at quays. **174.** No cargo nor any part of any cargo of any vessel shall be landed or shipped by the sides or upon or along the banks of any of the docks basins canals locks or cuts of the Port Authority except at such quays wharfs and landing places as have been or shall be made and assigned by the Port Authority and approved by the Commissioners of Customs and Excise as places for the loading and discharging or landing and shipping of goods and merchandise and every person offending against the provisions of this section shall be liable for every such offence to a penalty not exceeding ten pounds.

As to legal quays. **175.**—(1) The quays forming part of the existing docks and works of the Port Authority which are not legal quays at the date of the passing of this Act and the quays forming part of any docks or piers to be constructed or completed under the powers of this Act shall not be deemed to be legal quays for the shipping and unshipping of goods until the same have been approved by the Treasury and the Commissioners of Customs and Excise respectively for that purpose and thereupon such quays docks and piers and the use thereof shall be subject to all the same rules regulations and restrictions to which legal or lawful quays are or may be by law subject.

(2) Nothing in this section shall affect the powers of the Treasury to annul the approval of any legal quay already given or hereafter to be given.

Power to forbid a vessel to break bulk until cargo duly entered. **176.** The Port Authority or their proper officer in that behalf whenever they or he shall see occasion may forbid any vessel to break bulk or to land any part of the cargo thereof until the whole of the cargo thereof is duly entered at the Custom House and the master of any vessel who breaks the bulk thereof or lands any part of the cargo thereof after notice from such officer of the Port Authority not to do so shall for every such offence be liable to a penalty not exceeding twenty pounds.

Power to employ persons to load **177.** Whenever any delay takes place in loading or discharging the cargo of any vessel within any of the docks or other

premises of the Port Authority either from the inadequacy or insufficiency or improper conduct of the persons employed for that purpose or from the negligence or default of the master of the vessel the Port Authority or their proper officer in that behalf may cause to be employed a sufficient number of fit and proper persons to load or discharge or assist in loading or discharging the cargo of the vessel and make a reasonable charge for the same upon the owner or consignee of the vessel to be recovered as rates payable to the Port Authority in respect of the vessel and every master of any vessel in any of the docks or other premises of the Port Authority who does not on being required by the proper officer of the Port Authority so to do properly clear the deck of the vessel by stowing away such articles as impede the loading or delivery of the cargo shall for every such offence be liable to a penalty not exceeding five pounds.

A.D. 1920.
or discharge
cargo.

178. The master commander or mate of every vessel which loads or unloads in any of the docks or other premises of the Port Authority or some person appointed by him or by the owner of the vessel for that purpose shall during all the time employed in loading or unloading the vessel remain on board and superintend aid and assist in the loading or unloading and every such master commander mate or person so appointed who fails to superintend aid and assist in the loading or unloading shall for every such offence be liable to a penalty not exceeding five pounds.

Master of
vessel to
superintend
loading and
discharge.

179. Some competent person appointed by the Port Authority for that purpose upon the requisition of the master of any vessel which brought any goods into the docks and works or the owner or consignee thereof before the same are unshipped and with the consent of the Port Authority may survey and examine the same on board of the vessel and ascertain whether any injury or damage happened to the same was caused by improper stowage or otherwise and shall make and sign a report or certificate in writing setting forth the cause of the injury or damage so far as the same can be ascertained on board of the vessel and shall deliver the report or certificate to the master or other person and a duplicate thereof if required to the owner or consignee and for the survey examination and report and certificate and duplicate (if required) the Port Authority shall be paid by the person requiring the same such reasonable sum as they shall from time to time demand.

Power to
survey
goods on
board.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
All goods
landed may
be surveyed.

180. All goods which shall be landed on any part of the docks and works may be surveyed and examined by some competent person or persons to be appointed by the Port Authority for that purpose and any person or persons so appointed shall inquire into and ascertain the causes and extent of any injury or damage which shall have happened to the same either by sea damage improper stowage or otherwise and shall deliver his or their report in writing thereon to the Port Authority as soon as may be.

Hazardous
goods to be
marked.

181. For better preventing accidents which might arise in the docks and works from the unsafe or improper shipment depositing or keeping of goods within the same every person who sends or causes to be sent or brings or causes to be brought to the docks and works for shipment or deposit any aquafortis oil of vitriol or other goods of hazardous quality shall distinctly mark or state the nature of the goods on the outside of the box case cask bale or package containing the same or shall otherwise give notice in writing thereof to the local superintendent of the docks or warehouses of the Port Authority at the time of sending or bringing the goods to the docks and works and for every default therein every person so offending shall be liable to a penalty not exceeding twenty pounds and the Port Authority may detain the goods so long as shall be reasonably necessary for the purposes of any proceedings taken under this section.

Power to
exclude
dangerous
articles.

182. The Port Authority shall not be compellable to receive within or upon the docks and works any articles which in their opinion would endanger the safety of the docks and works or of vessels or goods Provided that the Port Authority shall from time to time publish in such manner as is prescribed by this Act with respect to rates a schedule of such articles as they refuse so to receive and every person who after such publication brings or causes or permits to be brought within or upon the docks and works any such article shall forfeit not exceeding one hundred pounds and the Port Authority may remove the article so brought in and may recover the costs of such removal and of placing or storing the same elsewhere from the owner or offender.

Removal of
combusti-
bles.

183. If the owner or person in charge of any tar pitch resin hemp flax faggots furze brandy or other spirituous liquors turpentine oil hay straw tallow grease shavings of wood petroleum or any other combustible matter or thing whatsoever

permit or suffer the same or any part thereof to be and remain on the quays and wharfs of the Port Authority or any part thereof or upon the deck of any vessel in the docks and works of the Port Authority or any of them above the space of two hours after he is required by the superintendent or dockmaster by notice in writing to take away the same therefrom or shall bring any such combustible matter or thing on to any quay or wharf contrary to any regulation for the time being in force or to any order of any responsible officer of the Port Authority any person so offending shall be liable to a penalty not exceeding five pounds and if the court thinks fit to a further penalty not exceeding twenty shillings for every hour the combustible matter or thing or any part thereof remains in that place or situation after the expiration of the two hours computed from the time of the requisition. A.D. 1920. —

184. In every case the owner or person in charge of the combustible matter or thing if the same respectively be on the quays or wharfs or any of them or the master of the vessel on the deck of which the same is shall at their own expense respectively maintain a sufficient number of careful and sober persons to be in that behalf appointed by the dockmaster to guard and watch over the combustible matters or things from or after the making of the requisition until the same respectively be removed and in case any such owner or master fail to pay the expense on demand the expense may be recovered by the Port Authority. Watchers of combustibles to be employed.

185. The persons appointed by the Port Authority as gatekeepers of the gates and entrances into the docks of the Port Authority shall not permit any goods to pass outward from the docks or any of the premises of the Port Authority unless the person in whose custody the goods are produce to the gatekeeper of the gate or entrance through which such goods are intended to be conveyed a pass for the goods signed by the officer of the Port Authority appointed by them to grant the same pursuant to regulations approved for the time by the Ministry of Transport. Passes for goods to be produced at dock gates.

186. The Port Authority may cause any goods upon which the duties are not paid or any other goods to be conveyed from any one to any other of their (or any other) docks warehouses quays and works or other places Provided that nothing in this Act contained shall authorise the Port Authority to remove any goods upon which the duties are not paid in any other manner Power to cause goods to be conveyed to any warehouse or dock.

A.D. 1920. than as authorised by the Acts for the warehousing of goods
or without the previous permission of the Commissioners of
Customs and Excise.

(d) *Various Offences.*

Penalties
against
certain
offences.

187. Every person who shall commit any of the acts following shall be deemed guilty of an offence and shall for every such offence be liable to a penalty not exceeding ten pounds (that is to say):—

Heating
pitch.

(1) Every person who shall boil or heat any pitch tar resin turpentine oil or other combustible matter in any vessel lying in any of the docks or canals or at or near any of the piers or quays of the Port Authority or on any of the docks and works except in such place and in such manner as shall be specially appointed by the Port Authority for that purpose:

Loaded
guns.

(2) Every person who shall bring any loaded gun or other firearm on any of the quays works or piers of the Port Authority or shall have or suffer to remain any loaded gun or other firearm in any vessel in any of the docks or canals or at or near any of the quays or piers of the Port Authority.

Penalty for
throwing
ballast &c.
into dock.

188.—(1) Every person who shall throw or put or allow to flow and the master of every vessel from which there shall be thrown or put or allowed to flow any ballast earth ashes stones oil or other substance or thing or any filthy liquid in the docks canals or works of the Port Authority so as in anywise to foul the water therein shall for every such offence be liable to a penalty not exceeding five pounds and any such person or master as aforesaid shall also be answerable for all damage or injury sustained by any vessel or by the Port Authority by reason of any such fouling of the docks canals or works of the Port Authority and every such person or master shall be liable to a further penalty of twenty shillings for each day if more than one on which such offence shall be continued.

(2) Every person who shall bathe in any of the docks or canals of the Port Authority so as to offend against public decency shall for every such offence be liable to a penalty not exceeding five pounds.

189. If any person wilfully damage break demolish or throw down any lamp lamp iron lamp furniture pillar post or fence of the Port Authority or wilfully extinguish the light within any such lamp every person so offending shall be liable to a penalty not exceeding forty shillings for every lamp lamp iron lamp furniture pillar post or fence so broken thrown down or damaged or for every light so extinguished and moreover shall make such satisfaction to the Port Authority for the damage so done as the justice by whom the penalty is adjudged shall deem proper.

A.D. 1920.
Penalty for breaking or extinguishing lamps.

190. If any person after being warned by any officer or servant of the Port Authority not to do so shall wilfully get or remain upon any bridge belonging to the Port Authority when such bridge is being moved or is about to be moved or before it is properly closed and fastened or pass or remain within a distance of two yards from such bridge any constable or any officer or servant of the Port Authority may take such person into custody without warrant if the name and address of such person is unknown to him and cannot be ascertained Any person contravening the provisions of this section shall be liable to a penalty not exceeding twenty shillings.

Penalty for obstructing swinging or fastening of bridges.

191. The owner of every vessel or float of timber and of every vehicle shall be answerable to the Port Authority for any damage done by such vessel or float of timber or vehicle or by any person employed about or in charge of the same to the docks and works or any of them and the master or person having or taking the charge of such vessel or float of timber or vehicle through whose wilful act or negligence any such damage is done shall also be liable to make good the same and the Port Authority may detain any such vessel or float of timber or vehicle until sufficient security has been given for the amount of damage done by the same Provided always that nothing herein contained shall extend to impose any liability for any such damage upon the owner of any vessel where such vessel shall at the time when such damage is caused be in charge of a duly licensed pilot whom such owner or master is bound by law to employ and put his vessel in charge of.

Owner of vessel &c. answerable for damage to docks.

192. If the amount claimed in respect of any such damage as aforesaid do not exceed fifty pounds such damage shall be ascertained and the amount thereof shall be recovered before

Recovery of amount of damage.

A.D. 1920. two justices and in addition to the remedies hereby provided for the recovery of the same the justices before whom the same are recovered may cause the vessel or float of timber or vehicle causing such damage and any tackle and furniture of such vessel to be distrained and kept until the amount of damages and costs awarded by them is paid and if the same be not paid within seven days after such distress or keeping may cause the property so distrained or kept or any part thereof to be sold and out of the proceeds of such sale may pay the amount of damages and costs awarded by such justices and all the charges incurred by the distress keeping and sale of such property.

Owner may recover damage from persons responsible.

193. If the owner of any vessel or float of timber or vehicle make satisfaction for any such damage as aforesaid wilfully or negligently done by the master or person having charge thereof or if the owner of any vessel vehicle or goods in any other case have been compelled to pay any penalty or costs by reason of any act or omission of any other person the person who actually did such damage or who committed such offence shall repay to the owner of such vessel or such goods the amount of the damage or penalty and costs together with the costs of the proceedings to enforce such repayment and if such damage or penalty respectively do not exceed fifty pounds the sum may be recovered before two or more justices.

(e) *General.*

Power to make bye-laws for certain purposes.

194. The Port Authority may from time to time make such byelaws as they may think fit for all or any of the following purposes (that is to say):—

- (A) For regulating the management and conduct of the business and affairs of the Port Authority :
- (B) For the good government of the superintendents dock-masters and their respective deputies and assistants collectors receivers meters weighers constables watchmen porters carriers and other officers and servants employed in and about the docks and works and the business and affairs of the Port Authority and the exercise of their powers :
- (C) For regulating the admission of vessels and floats of timber into the docks and works and their removal therefrom and for the good order and government

of vessels whilst within the docks or works or at or near any pier forming part thereof and for regulating the management navigation berthing or mooring of any vessels and floats of timber passing through any of the locks or using any of the canals of the Port Authority :

- (D) For regulating the management and use of the docks and works and the unshipping landing conveying receiving depositing warehousing removing and delivering of goods within the docks and works :
- (E) For determining the persons who shall be permitted to enter remain or be employed in or about the docks and works but not to exclude any persons bonâ fide employed in the discharge of their business at the docks and works :
- (F) For preventing damage or injury being done to any vessels or goods within the docks and works :
- (G) For preventing any part of the docks and works specially appropriated by them for any particular trade business or purpose being used for any other purpose so as to prevent or interfere with its user for the purpose for which it is so appropriated :
- (H) For regulating the times and manner of paying and the places for payment of the rates and charges payable to the Port Authority :
- (I) For regulating the use of the cranes weighing machines weights and measures belonging to the Port Authority :
- (J) For preventing the exhibiting or placing on any of the quays or wharfs of the Port Authority of any goods for sale other than such goods as the Port Authority from time to time think fit to be permitted to be sold there :
- (K) For preventing persons from playing or loitering about in and upon the docks and works to the obstruction of their business or to the risk or damage of any of the goods there :
- (L) For providing that the whole of the quays and wharfs of the Port Authority abutting upon their docks basins locks cuts and entrances and upon which goods are usually landed shall be used only for the

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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purposes of the business of the Port Authority and of the docks and works :

- (M) For regulating the discharging landing depositing and measuring of timber at and in and from the docks and works :
- (N) For directing regulating or preventing the user of fires lights candles and lamps within and upon the docks and works or on board any vessel being within the docks and works :
- (O) For preventing or regulating the smoking or lighting of tobacco or any herb or substance whatsoever in any part of the docks and works or on board any vessel being within the docks and works :
- (P) For regulating the removal and disposal of all ballast brought by vessels entering the docks and works and for regulating the supply of ballast to vessels in the docks and works and for preventing ballast being thrown or allowed to fall overboard :
- (Q) For regulating with the consent of the Commissioners of Customs and Excise the days and hours during which the gates entrances or outlets to the docks of the Port Authority and the gates and doors of the warehouses wharfs vaults and buildings within the docks and works in which are deposited any goods liable to the duties of Customs shall be opened and continue open for the purposes of business and shall be shut and locked respectively :
- (R) For regulating the proceedings on any inquiry by this Act directed to be held into any complaint of the operation of any byelaw of the Port Authority or of any determination or proceeding of the Port Authority or of the conduct of any of their officers.

Power of Board of Trade as to conciliation.

195.—(1) On complaint being made to the Board of Trade by any person interested that the Port Authority are acting in a manner unfairly oppressive to him by reason of the mode in which they carry on their dock or warehousing business including charges made in respect of such business the Board if they think that there is a reasonable ground of complaint shall call upon the Port Authority for an explanation and shall endeavour to settle amicably the differences between the complainant and

the Port Authority and shall from time to time submit to Parliament such reports with regard thereto as they think fit. A.D. 1920.

(2) For the purposes of this section "person" shall include any association of persons which obtains a certificate from the Board of Trade that it is a proper body to make a complaint.

(3) If the complaint is made on behalf of a Government department or of a trade or a section of a trade by the London Chamber of Commerce or any other representative association interested in the trade of the Port of London which obtains a certificate from the Board of Trade that it is a proper body to make such complaint or relates to the mode in which the Port Authority is carrying on their warehousing business (including charges made in respect of such business) the Minister of Transport if the Board are unable to settle the difference may if he thinks fit after giving any persons appearing to the Ministry of Transport to be interested an opportunity of being heard make such order as in his opinion the circumstances require.

196. All penalties fines and forfeitures imposed and recovered for offences against this Act other than Part VI. hereof or any byelaw of the Port Authority for the time being in force relating to the docks canals quays wharfs and warehouses of the Port Authority or the premises appertaining thereto (except penalties fines and forfeitures imposed on or recovered from the Port Authority) shall be paid to the receiver of the Metropolitan Police District for the time being. Application of dock penalties.

PART VI.

GENERAL POWERS AND PROVISIONS RELATING TO THE RIVER THAMES.

(a) *Preliminary.*

197. In this Part of this Act 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):— Definitions.

The expression "the Thames" means and includes so much of the River Thames as is between the landward limit of the Port of London and the seaward limit of the Port of London and so much of the River Lee and Bow Creek

A.D. 1920.

respectively as are below the south boundary stones in the Lee Conservancy Act 1868 mentioned and all locks cuts and works within the said portions of rivers and creeks Provided that no dock lock canal or cut existing on the 17th 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 River Thames belonging to or vested in any county council or municipal authority or the commissioners of Richmond Bridge or to or in any railway company and no part of the River Medway within the jurisdiction of the conservators of that river shall be deemed to form part of the Thames;

The word "shore" means the shores of the Thames so far as the tide flows and reflows between high and low-water marks at ordinary tides;

The word "fishery" includes oyster and shell fishery;

The word "fish" includes oysters and shell-fish and also the spawn brood and fry of fish oysters and shell-fish;

The expression "the Company" means the master wardens and commonalty of the watermen and lightermen of the River Thames;

The expression "lighterman" means any person working or navigating for hire a lighter boat or other like craft within the Port of London;

The expression "waterman" means any person navigating rowing or working for hire a boat as hereinafter defined;

The expression "craft" means and includes any lighter barge or other like craft for conveying goods or any tug propelled by steam or any other motive power navigating either wholly or partly within the limits of the Port of London except such as are exempted from the provisions of this Part of this Act or as are employed solely in voyages extending entirely through those limits without taking in or discharging goods within those limits;

The expression "boat" means and includes any boat wherry or other such vessel (including a river steamboat or motorboat) let for hire for carrying persons and navigating either wholly or partly within the limits of the Port of London except such as are exempted from the

provisions of this Part of this Act or as are employed solely in voyages extending entirely through those limits without embarking or disembarking passengers within those limits; A.D. 1920.

The expression "passenger boat" means any sailing boat river steamboat row boat wherry or other like craft used for carrying passengers within the limits of the Port of London;

The expression "tonnage by measurement" means tonnage by measurement ascertained pursuant to the rules set forth in the Tenth Schedule to this Act or pursuant to the rules of the Merchant Shipping Act 1894 as the case may be;

The expression "burden tonnage" means weight carrying capacity as ascertained in accordance with the provisions of this Act;

The expression "owner's number" means the distinctive number assigned by the Port Authority in accordance with the provisions of this Act or of any Act previously in force to the owner or owners of any craft;

The expression "craft number" means the distinctive number assigned by the Port Authority to river craft in accordance with the provisions of this Act or of any Act previously in force;

The expression "boat number" means the distinctive number assigned by the Port Authority in accordance with the provisions of this Act or of any Act previously in force to any boat.

198. The Lands Clauses Acts (except the provisions thereof relating to access to the special Act): Incorporation of Acts.

Sections 64 to 68 70 to 88 99 and 101 to 104 of the Commissioners Clauses Act 1847 except so much of the said section 104 as incorporates with that Act any of the provisions of sections 141 150 and 157 to 161 of the Railways Clauses Consolidation Act 1845; and

Sections 51 54 55 and 62 of the Harbours Docks and Piers Clauses Act 1847;

so far as the same are applicable for the purposes of and are not varied by or inconsistent with this Part of this Act are incorporated with and form part of this Part of this Act:

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. Provided that the provisions of the Commissioners Clauses Act 1847 so incorporated shall for the purpose of such incorporation be read as if—

- (1) The words “Port Authority” had been therein inserted instead of the word “commissioners” wherever the same appears;
- (2) The word “secretary” had been therein inserted instead of the word “clerk” wherever the same appears;
- (3) In section 65 the list of officers therein mentioned included engineers surveyors lock-keepers water bailiffs collectors and inspectors :

And provided that the provisions of the Harbours Docks and Piers Clauses Act 1847 so incorporated shall apply to the Thames as if the Thames were a harbour by this Act authorised to be constructed and as if the words “Port Authority” had been in those provisions inserted instead of the word “undertakers” wherever the same appears.

Saving as to
river east of
Yantlet
Creek.

199. Nothing in this Act shall be construed as conferring on the Port Authority any right or interest in or to the bed or shore of the Thames eastward of an imaginary line drawn from Yantlet Creek to the City Stone opposite to Canvey Island or as authorising the Port Authority except with the consent of a Government department to take use or in any manner interfere with or to authorise any person to take use or interfere with any portion of the bed or shore of the Thames eastward of the said line which or the management of which is vested in that department but a Government department may transfer to the Port Authority upon such terms as may be respectively agreed on between them and the Port Authority any interest or right of His Majesty in right of His Crown or His Duchy of Lancaster or of the department in or to any portion of the bed or shore of the Thames between the said line and the seaward limit of the Port of London the management whereof is vested in the department.

Reservation
of part of
the bed and
soil.

200. Notwithstanding anything in this Act the portion of the bed or soil or shores of the Thames or any encroachment embankment or enclosure therefrom or thereupon in front of or immediately adjacent to any lands buildings or hereditaments whereof or whereto His Majesty or any person or body in trust for Him was or were on the eighteenth day of December eighteen

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
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hundred and fifty-six seised or entitled in possession reversion or remainder or which then were the property of any department of His Majesty's Government or in the possession of any such department or any officers of the same shall not be vested in the Port Authority but shall continue vested in or in trust for His Majesty or in or in trust for such department or officers and be subject to the exercise therein of the same powers authorities rights and privileges as if this Act had not been passed.

A.D. 1920.
—

201. It shall be lawful for the Commissioners of Woods with the consent of the Treasury to sell and for the Port Authority to purchase the estate right title and interest of His Majesty in right of His Crown in and to the portions of the bed soil and shores of the Thames within the limits of the Port of London or any encroachments embankments or enclosures therefrom or thereupon which are reserved as mentioned in the last preceding section of this Act and the Commissioners of Woods and the Port Authority may enter into and carry into effect contracts or agreements or deeds of conveyance or otherwise for effecting any such sale or purchase and the Port Authority may pay any purchase money in respect of such sale and purchase out of the port fund or out of any moneys borrowed for such purpose.

Sale to Port Authority by Commissioners of Woods of reserved bed of river.

202. Notwithstanding anything in this Act all the powers and authorities rights and privileges with respect or in relation to the conservancy and the preservation and regulation of the Thames and of the several rivers streams and watercourses within the flow and reflow of the tides of the Thames and upon the banks shores and wharfs of the Thames and the Port of London which immediately before the passing of the Thames Conservancy Act 1857 were vested in or might be exercised by or which had theretofore been exercised by His Majesty in right of His Crown or which at any time before the passing of the Thames Conservancy Act 1857 were given or granted to or had been exercised by or which immediately before the passing of that Act were vested in or might be exercised by the mayor and commonalty and citizens of the city of London or by the mayor and aldermen of the said city or by the common council or by the lord mayor of the said city by any statutory enactment in force immediately before the passing of the Thames Conservancy Act 1894 and not thereby repealed or by prescription usage or

Certain powers of Port Authority continued.

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.] Act, 1920.*

A.D. 1920. charter or otherwise and which were immediately before the passing of this Act vested in the Port Authority shall continue vested in the Port Authority as if this Act had not been passed to be by them exercised in the same manner and under and subject to the same restrictions as the same might have been respectively legally exercised by the Port Authority if this Act had not been passed save only and except so far as the same may be varied by or be inconsistent with this Act.

General powers as to works for navigation.

203. Subject to the provisions of this Act and upon lands belonging to the Port Authority or upon the bed of the Thames the Port Authority may from time to time improve and complete the navigation of the Thames whether for profit or pleasure and may from time to time make erect maintain alter extend discontinue remake and re-erect all such towpaths banks roads bridges ferries and ways for the towing of vessels (with horses or otherwise) and all such locks pounds turnpikes wharfs weirs bucks sluices winches spikes dams flood-gates engines toll-houses and watch-houses for the completing and carrying on and for the use of the navigation of the Thames whether for profit or pleasure as they think fit and supply all such locks and pounds with water and for the purposes of making erecting maintaining altering extending remaking and re-erecting any such locks or pounds in upon or from such lands or bed as aforesaid bore dig cut trench sough get remove take and carry away earth clay stone gravel sand soil rubbish trees and roots.

Port Authority may enter on lands to survey &c.

204. For the purposes of this Part of this Act the Port Authority their officers agents servants and workmen may at all reasonable times enter on any lands (other than lands vested in or in trust for or in the occupation of His Majesty of any department of His Majesty's Government) in or near the Thames in order to survey and take levels thereof and to probe or bore for ascertaining the nature of the soil and to set out the line of any work by or pursuant to this Part of this Act authorised to be executed by the Port Authority and to inspect and examine into the condition of any work the Port Authority first giving not less than three nor more than fourteen days' notice in writing to the occupier of such lands and causing as little inconvenience as may be in the exercise of the powers of this section and making compensation for any damage thereby occasioned.

Richmond Lock.

205. The Port Authority shall have all the rights and privileges and be subject to all the obligations imposed upon

the conservators by the Richmond Footbridge Sluices Lock and Slipway Act 1890. A.D. 1920.

206. If any officer or servant of the Port Authority shall unnecessarily retard or obstruct any vessel passing from any one part to any other part of the Thames or in embarking landing loading or unloading persons or goods at any pier wharf weighbeam crane or other machine of the Port Authority he shall for every such offence be liable to a penalty not exceeding forty shillings.

Officers &c.
of Port
Authority
not to un-
necessarily
obstruct
vessels.

207. Any water bailiff or officer appointed by the Port Authority to carry into execution any byelaws of the Port Authority for the time being in force relating to fisheries and also any other person specially authorised in this behalf under the hand of the chairman or secretary of the Port Authority may enter into any vessel employed or about to be or having been employed on the Thames in taking or endeavouring to take fish and may therein search for fish unlawfully taken and any unlawful or prohibited net or apparatus for taking or destroying fish and may seize any such fish net or apparatus found therein and may also seize on the shores or banks of the Thames any fish unlawfully taken or any unlawful or prohibited net or apparatus for taking or destroying fish Any such water bailiff officer or person shall with all practicable speed after so seizing any fish or net or apparatus bring the same before a justice to be dealt with in pursuance of the byelaws of the Port Authority for the time being in force or otherwise according to law.

Power for
water
bailiffs
officers &c.
to enter
fishing boats
&c.

208. The Port Authority may purchase provide and maintain all such apparatus as they think necessary for assisting in rescuing persons from drowning or searching for drowned persons in the Thames and restoring animation to persons apparently drowned and may employ and reward assistants therein in such manner as the Port Authority think fit.

Humane
apparatus
and assis-
tants may
be provided.

209. If any person wilfully does any of the following things (namely) :—

Penalties for
injuries to
property of
Port Autho-
rity.

- (1) Cuts breaks or injures 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 Port Authority or used for any of the purposes of this Part of this Act;

A.D. 1920. (2) Injures any towpath of the Thames;
— he shall for every such offence be liable to a penalty not exceeding twenty pounds.

(b) Rights of Navigation and Removal of Obstructions and dangerous Erections.

Public right
of naviga
tion.

210.—(1) Subject to the provisions of this Act it shall be lawful for all persons whether for pleasure or profit to go and be pass and repass in vessels over or upon any and every part of the Thames through which Thames water flows including all such backwaters creeks side-channels bays and inlets connected therewith as form parts of the said river.

(2) Provided that all private artificial cuts for purposes of drainage or irrigation and all artificial inlets for moats boat-houses ponds or other like private purposes already made or hereafter to be made and all channels which by any lawful title had been enjoyed as private channels for the period of twenty years before the fourteenth day of August one thousand eight hundred and eighty-five shall be deemed not to be parts of the Thames for the purposes of any provisions of this Act relating to rights of navigation and removal of obstructions and dangerous erections.

(3) Provided also that notwithstanding anything in this section the Port Authority may from time to time exclude the public for a limited period from specified portions of the Thames for purposes connected with the navigation or with any public work or uses or for the preservation of public order.

(4) The right of navigation in this section described shall be deemed to include a right to anchor moor or remain stationary for a reasonable time in the ordinary course of pleasure navigation subject to such restrictions as the Port Authority may from time to time by byelaws determine and the Port Authority shall make special regulations for the prevention of annoyance to any occupier of a riparian residence by reason of the loitering or delay of any house-boat or steam launch and for the prevention of the pollution of the Thames by the sewage of any house-boat or steam launch.

(5) If any person obstructs the navigation in this section described by means of any weir bridge piles dam chain barrier or other impediment then unless the same or substantially the same had been maintained for the period of twenty years before

the fourteenth day of August one thousand eight hundred and eighty-five and if the Port Authority by notice in writing require him to remove the same within a time specified in such notice such person shall comply with such notice and if he do not do so shall be liable to a penalty not exceeding five pounds and to a daily penalty not exceeding two pounds. A.D. 1920.

211.—(1) Whenever the navigation of the Thames or the proper use of any towpath thereof is obstructed by any tree bush shrub or projection the Port Authority may serve a notice on the owner or occupier of the land whereon such tree bush shrub or projection grows or is fixed requiring him within seven days to cut prune or lop such tree bush or shrub or to remove such projection so that the navigation of the Thames or the proper use of the towpath be not obstructed thereby and if such owner or occupier shall not comply therewith the Port Authority may cut prune or lop such tree bush or shrub or remove such projection and recover as a civil debt in any court of competent jurisdiction the expenses thereby incurred from such owner or occupier. As to cutting trees obstructing navigation or towpaths.

(2) Any person aggrieved by any requirement of the Port Authority under this section may appeal to a court of summary jurisdiction within seven clear days after the service of such notice provided that he gives written notice of such appeal and the ground thereof to the secretary of the Port Authority and the court shall have power to make such order as the court may think fit and to award costs such costs to be recoverable as a civil debt Notice of a right to appeal shall be endorsed on every requirement of the Port Authority under this section.

212. Whenever in the opinion of the Port Authority any wharf pier or artificial bank or portion thereof respectively is out of repair or insecure so as to be dangerous to any person passing along the Thames or to any vessel either moored alongside of or passing by the same or is in any manner injurious or likely to be injurious to the Thames or to the free navigation thereof the Port Authority by notice in writing given to the owner or occupier of such wharf pier or bank or if such owner or occupier cannot be found left upon or affixed to such wharf pier or bank may require the owner or occupier thereof to repair such wharf pier or bank to the satisfaction of the chief engineer of the Port Authority within a time to be specified in such Wharves piers and banks to be repaired.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. notice and in case the owner or occupier does not comply with such notice the Port Authority may put such wharf pier or bank into repair and recover as a debt in any court of competent jurisdiction the expenses incurred thereby from the owner or occupier thereof or the owner or occupier of any house or land to which such wharf pier or bank may belong or with which the same may be connected and used and such owner or occupier shall also be liable to a penalty not exceeding ten pounds for every day during which such wharf pier or bank continues out of repair after the expiration of the time specified in the notice for the repair thereof :

Provided that no bank shall for the purposes of this section be deemed to be artificial by reason only of the owner or occupier thereof having constructed works for the protection thereof.

Broken
piles &c. to
be removed.

213. The Port Authority may from time to time remove any broken dangerous or useless piles or mooring chains and other nuisances and remove or shorten any waterways causeways stairs or other projections injurious to the navigation of the Thames and any expenses incurred by the Port Authority under this section shall be recoverable by them as a debt with full costs of suit in any court of competent jurisdiction from the owner or occupier of the premises so removed or shortened.

Penalty for
obstruc-
tions of
towpath.

214. Every person who without lawful excuse (the proof whereof shall lie upon him) puts or causes or suffers to be upon any towpath of the Thames anything which obstructs the passage of persons or horses along such path and does not remove the same after notice in writing from the Port Authority so to do within a reasonable time to be specified in such notice shall for every such offence be liable to a penalty not exceeding five pounds and to a daily penalty not exceeding forty shillings.

(c) Dredging and Ballasting.

Powers as
to dredging
ballasting
&c.

215. The Port Authority may from time to time do all or any of the things following (namely) :—

(1) For the purpose of maintaining and improving and freeing or keeping free from obstruction the navigation of the Thames—

(A) Dredge cleanse and scour the Thames;

(B) Alter deepen restrict enlarge widen diminish lengthen shorten straighten and improve the bed and channel of the Thames;

(C) Reduce or remove any shoals shelves banks or other accumulations in the Thames;

(D) Abate or remove or cause to be abated or removed all impediments obstructions and annoyances and all nuisances and abuses whatsoever in the Thames or on the banks or shores thereof:

Provided that the Minister of Transport may on the application of the Port Authority by Provisional Order extend the area within which the powers under this subsection may be exercised so as to include so much of the estuary of the River Thames and the shores thereof to the eastward of the seaward limit of the Port of London as is westward of such line as may be fixed by the Provisional Order:

- (2) Dredge and raise from the Thames gravel sand and other substances for the purposes of making altering repairing and maintaining towing-paths and roads and straightening and improving the course of parts of the Thames by filling up and raising creeks inlets bends flats and sloblands in and adjoining to the Thames and constructing altering repairing and maintaining works executed or to be executed by or for them or belonging to them in connexion with their undertaking:
- (3) Dredge and raise from the Thames ballast for the purpose of supplying the same to vessels in the Thames:
- (4) Carry away deposit sell or otherwise dispose of any gravel sand ballast and other substances raised by them under the powers conferred by this section and not required for the purpose for which the same was so raised:
- (5) Undertake if they think fit the supplying of vessels in the Thames with ballast on such terms as they may from time to time think fit:
- (6) Undertake if they think fit to place ballast on board vessels in the Thames or to unload ballast therefrom on such terms as they from time to time think fit.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. **216.** It shall be the duty of the Port Authority subject to the provisions of this Act to exercise and put in force their powers of dredging deepening widening and improving the bed and channel of the Thames and the other powers conferred on them by this Act so as to form a channel between the Nore and Gravesend not less than thirty feet deep at low water of ordinary spring tides and not less than one thousand feet wide throughout.

Channel between the Nore and Gravesend.
Power to shorten bends.
217. The Port Authority for the purpose of improving the navigation or the flow of water may from time to time remove scour and take away any shoal mud bank or other accumulation in the Thames and also shorten any bend or remove any angle in the course of the Thames and for such purpose enter into agreements with the owners of land adjoining or in or near to the Thames for the purchase of land or otherwise to enable them to effect the same.

Banks may be cut.
218. The Port Authority may cut the banks of the Thames for the purpose of making enlarging or repairing any dock or canal or any drain sewer or watercourse or altering laying down or repairing any suction or other pipe or for any other purpose whatsoever or permit and suffer any person to cut the banks for any of the purposes aforesaid under such restrictions and upon such terms and conditions as the Port Authority shall think proper to impose.

Power to deal with materials fill up creeks &c.
219. The Port Authority in connexion with the deposit by them of gravel sand and other substances raised or taken from the Thames by dredging or straightening thereof or in connexion with forming or repairing towing-paths or roads or with straightening and improving the course of parts of the Thames by filling up and raising creeks inlets bends flats and sloblands in and adjoining to the Thames by the use of gravel sand and other substances raised or taken from the Thames as aforesaid may in or upon lands belonging to the Port Authority or in or upon the bed of the Thames place piles and make groynes retaining walls and other works and may sell and dispose of lands thereby filled up raised or reclaimed:

Provided that no such sale or disposition of any land between the landward limit of the Port of London and Yantlet Creek shall take place for a less sum than shall be certified to be the value of the land intended to be sold every such valua-

tion being signed by the person for the time being appointed in manner provided by the section of this Act whereof the marginal note is "Consideration for licence to be previously approved":

A.D. 1920.

Provided also that this section shall not apply to any part of the Thames in front of or adjoining to any land for the time being belonging to the Crown.

220. Any person with and in accordance with the licence of the Port Authority under the hand of the chairman or secretary of the Port Authority may dredge and raise gravel sand ballast and other substances from the bed of the Thames other than that portion thereof mentioned in the section of this Act whereof the marginal note is "Reservation of part of the bed and soil" but subject to the provisions of this Act it shall not be lawful for any person other than the Port Authority their agents servants and workmen to dredge or raise any gravel sand ballast or other substance from the bed of the Thames other than that portion thereof mentioned in the said section except with and in accordance with such licence (proof of which licence shall lie on the person accused) and if any person acts in contravention of this enactment he shall for every such offence be liable to a penalty not exceeding twenty pounds without prejudice to any other remedy or proceeding against him.

Prohibition against dredging without licence of Port Authority.

221. Before commencing to dredge cleanse scour or deepen any part of the bed or channel of the Thames within twenty yards of any bridge over the Thames or of any pier or abutment of any such bridge or within twenty yards of the structure of any tunnel under the Thames the Port Authority shall give to the owner of such bridge or tunnel as the case may be fourteen clear days' notice in writing of their intention so to do and stating the position depth and extent of the intended dredging cleansing scouring or deepening.

Notice to be given before dredging in certain cases.

222. Notwithstanding anything in this Act the Port Authority shall not without the previous consent of the West London Extension Railway Company in writing dredge cleanse scour or deepen any part of the bed or channel of the Thames under or within twenty yards of the bridge which carries the said company's railway over the Thames and which is referred to in section 60 of the West London Extension Railway Act 1859

For protection of West London Extension Railway Company.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — to an extent exceeding thirty feet below the level of Trinity high-water mark.

Saving in case of damage caused by dredging.

223.—(1) The Port Authority shall make compensation to all persons whose property or works are damaged by or in consequence of any operations of the Port Authority in connexion with dredging or otherwise deepening and improving the channels of the Thames within the Port of London in any case where such persons would have been entitled to damages if the operation had been executed otherwise than in pursuance of statutory powers and for the purposes of this provision the expression “person” shall include the Crown and any Government department.

(2) Any works of dredging and deepening carried out under the powers of this Act which are within fifty yards of any part of any property of or under the control of any Government department or any tunnel bridge pier embankment water intake sewage outfall or other property of the London County Council or any main or tunnel of the Metropolitan Water Board shall be executed under the supervision and to the reasonable satisfaction of the department or the engineer of the said council or board as the case may be.

(3) Any works of dredging and deepening carried out under the powers of this Act which are within fifty yards of any part of any bridge belonging wholly or partly to the corporation or the Essex Kent Middlesex or Surrey County Councils or the commissioners of Richmond Bridge or any railway company shall be executed under the supervision and to the reasonable satisfaction of the engineer of the corporation the county councils the commissioners or the company as the case may be.

(4) The Port Authority shall not execute or carry out or permit to be carried out any works of excavating dredging or deepening or operations of any kind in the bed or channel of the Thames so as to injure endanger or affect any part of the Thames Tunnel and in the event of any injury or damage to the said tunnel being caused directly or indirectly by or resulting from any such works or operations the Port Authority shall make full compensation to the East London Railway Company and its lessees as owners of the said tunnel in respect thereof.

(5) Any dispute or difference arising under this section shall be settled by an arbitrator appointed by the Minister of Transport.

(6) If a complaint is made to the Board of Trade by the councils of not less than three riparian boroughs or urban districts who appear to the Board to be interested that by reason of the exercise by the Port Authority of their powers of dredging the depth of water in any of the reaches of the Thames within the Port of London above Battersea Bridge has been so diminished as seriously to inconvenience navigation or materially to lower the surface of the water the Board shall if they think there is reasonable cause for so doing hold a local inquiry into the matter and shall from time to time submit to Parliament such reports with regard to any such inquiry and the remedy if any which they recommend as they may think fit. A.D. 1920.

224. The following provisions for the protection of the commissioners of sewers for the levels of Havering and Dagenham Ripple Barking East Ham Leyton and Walthamstow in the county of Essex and of the commissioners of sewers for the levels of Rainham Wennington West Thurrock and Aveley Chadwell Little Thurrock and Grays East Tilbury West Tilbury and Childerditch also in the county of Essex (hereinafter referred to as "the commissioners") shall apply and have effect (that is to say):—

For protection of commissioners of sewers for Havering Rainham and other levels in regard to dredging.

If by reason or in consequence of the dredging deepening or improving the channels of the Thames by the Port Authority the commissioners shall be put to increased expense in the repair or maintenance of the river walls repairable by the commissioners the amount of such increased expense shall be repaid to them by the Port Authority.

Any dispute or difference arising under this section shall be settled by arbitration under the Arbitration Act 1889.

225. All works of dredging and deepening carried out under this Act which are within fifty yards of any land tenement or hereditament of whatsoever nature belonging to the King's most Excellent Majesty in right of His Crown and under the management or control or direction of the Commissioners of Works or vested for any estate or interest in or in the occupation of the said commissioners under or by virtue of the provisions of any Act of Parliament or otherwise shall be executed under the supervision of and in accordance with plans approved by an engineer to be appointed by the said commissioners who may determine the maximum depth below Trinity high-water mark to which any such works may be carried.

For protection of Commissioners of Works in regard to dredging.

A.D. 1920.

(d) *Pollution.*

Interpreta-
tion in pro-
visions of
this Act
relating to
pollution.

226. In the provisions of this Part of this Act relating to pollution the word "tributary" means and includes the whole and every part of any and every river stream watercourse cut dock canal channel and water being within all or any of the several counties of Surrey Essex and Kent and administrative county of London and being within the catchment area of the Thames in the Port of London and communicating either directly or indirectly with the Thames except as follows:—

- (1) Any river stream watercourse cut dock canal channel and water or part thereof in the county of Middlesex;
- (2) So much as is more than three miles from the Thames of every river stream watercourse cut dock canal channel and water which first communicates whether directly or indirectly with the Thames at a point eastward of the western boundary of the county of London:
- (3) So much of the River Lee as is above the south boundary stones in the Lee Conservancy Act 1868 mentioned:
- (4) Every river stream watercourse cut dock canal channel and water which is within the catchment area of so much of the River Lee as is above the said stones; and
- (5) Every cut dock and canal belonging to any company established under the authority of Parliament and owning any dock within the Port of London.

Duty of
Port Author-
ity to pre-
serve flow
and purity
of water.

227. It shall be the duty of the Port Authority by all lawful and proper means to preserve and maintain at all times as far as may be the flow and purity of the water of the Thames and its tributaries down to the western boundary of the county of London and to cause the surface of the Thames and its tributaries within three miles of the Thames to be (as far as is reasonably practicable) effectually scavenged down to the said western boundary in order to the removal therefrom of substances liable to putrefaction.

Prohibition
of throwing
ballast &c.
into river
or allowing

228. If any person without lawful excuse (the proof whereof shall lie upon him) does any of the following things (namely):—

- (1) Unloads throws or puts or causes or suffers to fall any gravel or any substance which has been used as ballast

or any stones earth mud ashes dirt soil or rubbish or any refuse from gasworks or other manufactories into the Thames or on the shore thereof; A.D. 1920.
—
offensive
matter to
flow into it.

(2) Unloads throws or puts or causes or suffers to fall any such gravel or other thing as aforesaid into any tributary at any point within three miles of the Thames so that the same will or may be carried into the Thames;

(3) Knowingly puts any such gravel or other thing as aforesaid in any place where the same is likely to be carried by floods or extraordinary tides into the Thames;

(4) Wilfully causes or suffers any washing or other substance produced in making or supplying gas or any other offensive matter whether solid or fluid to flow or pass into the Thames or into any tributary;

(5) Puts and allows to remain for more than forty-eight hours any heap or collection of manure ashes or other offensive matter whether solid or fluid upon any bank of the Thames or of any tributary at any point within three miles of the Thames or puts and allows to remain for more than forty-eight hours any such heap or collection near to the Thames or any tributary at any point within the distance aforesaid so that the same will or be likely to drain be blown or pass into the Thames or such tributary;

he shall for every such offence be liable to a penalty not exceeding twenty pounds and to a daily penalty not exceeding ten pounds.

Where any offence against this section is committed from or out of a vessel the master and the owner of the vessel shall be liable to be proceeded against and punished under this section so that the master and the owner of the vessel be not both punished in respect of the same offence :

Provided always that subsection (4) of this section shall not extend or apply to any vessel under the jurisdiction of the port sanitary authority.

229. If any person does any of the following things (namely) :— Sewage &c.
prohibited
from being
sent into
Thames &c.
where not
lawfully so

(1) Opens into the Thames or into any tributary any sewer drain pipe or channel whereby sewage or any other offensive or injurious matter whether solid or fluid

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
—
sent at pass-
ing of Act.

shall or is likely to flow or pass into the Thames or into such tributary;

- (2) Wilfully causes or without lawful excuse (the proof whereof shall lie upon him) suffers any sewage or matter aforesaid to flow or pass into the Thames or into any tributary down or through any sewer drain pipe or channel not at the passing of this Act lawfully used for that purpose;

he shall for every such offence be liable to a penalty not exceeding one hundred pounds and to a daily penalty not exceeding fifty pounds.

Notice for
discontin-
uance of
pollution.

230.—(1) Whenever any sewage or matter aforesaid is caused or suffered to flow or pass into the Thames or into any tributary then and in every such case even though such sewage or matter aforesaid had been lawfully so caused or suffered to flow or pass before the passing of this Act the Port Authority shall give notice in writing to the person causing or suffering the same so to flow or pass requiring him within a time to be specified in such notice but not being less than three months to discontinue such flow or passage.

(2) Provided that the Port Authority may if they think fit at any time and from time to time extend the time specified in such notice by another notice in writing.

(3) And provided that if any person to whom any such notice is given thinks himself aggrieved by reason of the time allowed either by the original or by any subsequent notice not being sufficient he may not later than one month before the expiration of the time so allowed by writing delivered to the secretary of the Port Authority demand an extension of such time and in case the Port Authority refuse to comply with such demand the question of such extension shall be referred to an arbitrator appointed by agreement or failing agreement by the Minister of Transport on the application of either party.

(4) Any person to whom any notice is under this section given by the Port Authority shall notwithstanding anything in any other Act within the time allowed by such notice subject to any extension of such time as in this section provided discontinue the flow or passage of the sewage or matter to which the notice refers and in default of so doing shall be guilty of a misdemeanour

and be liable on summary conviction thereof or on conviction thereof on indictment to a penalty not exceeding one hundred pounds and to a daily penalty not exceeding fifty pounds. A.D. 1920.

(5) Provided that notwithstanding anything in this Act or in any Act incorporated therewith any proceeding in respect of such a misdemeanour may be removed by certiorari into the High Court.

231. Any notice given under the provisions of this Act relating to pollution by the Port Authority to the owner or occupier of any land or premises shall continue in force notwithstanding any temporary or partial suspension of the flow or passage of sewage or matter aforesaid from such land or premises and notwithstanding any change in the ownership or occupation of such land or premises and shall affect the owners and occupiers of such land or premises in succession to the owner or occupier upon whom such notice was served in like manner in every respect and with the same obligations and consequences as though such successive owners or occupiers were the owner or occupier upon whom such notice was served. Notice to affect successive owners &c.

232. When any such notice has been given with respect to the discontinuance of the flow or passage of any sewage or matter aforesaid from any land or premises used for manufacturing purposes and not situated in a town and for three years thereafter no proceedings have been taken by the Port Authority in respect of any default in complying with such notice then and in every such case no proceedings shall be taken in respect of any such default unless the Port Authority before commencing such proceedings have given a renewal or copy of such notice to the person liable in respect of such default and such person has suffered one month to elapse after the receipt of such notice and has not during such period complied with the requirements of such notice. Proceedings for default not to be taken in certain cases.

233. Every notice given by the Port Authority under the authority of the Acts by this Act repealed or of any of those Acts to the owner or occupier of any premises with respect to the discontinuance of the flow or passage of sewage or any other offensive or injurious matter from such premises shall notwithstanding the repeal of the said Acts continue in force and so far as any such notice was duly given shall be deemed to be a notice duly given for a like purpose under the authority of this Act Continuanace of notices given before passing of this Act.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. Provided that where any such notice requires anything to be discontinued within a time therein specified or where the said repealed Acts or any of those Acts required anything to be discontinued within any time from the giving of such notice prescribed by such Acts or any of those Acts or where under such Acts or any of those Acts such notice would if this Act had not been passed be in force for any prescribed time then in any and every of those cases such time shall be reckoned as it would have been reckoned if this Act had not been passed.

Power to
inspect
lands &c.
for purposes
of this Part
of Act.

234. For the purpose of giving effect to the provisions of this Act relating to pollution the Port Authority and their officers on producing if required so to do a certificate of their personal authority signed by the secretary of the Port Authority may from time to time and at any time between the hours of nine in the forenoon and four in the afternoon enter upon any land or premises for the purpose of examining and laying open the same and if admission is refused any court of summary jurisdiction on complaint thereof on oath by any officer of the Port Authority (made after reasonable notice in writing of the intention to make the same has been given to the person having custody of the land or premises) may by order require the person having custody of the land or premises to admit during the hours aforesaid the Port Authority and their officers or any of them upon the land or premises and to permit them or any of them to examine and lay open the same and if no person having custody of the land or premises can be found the court shall on oath made before it of that fact by order authorise the Port Authority and their officers or any of them during the hours aforesaid to enter upon such land or premises and to examine and lay open the same.

Any order made under this section shall continue in force until the examination and laying open of the land or premises for the purposes of which such order was made are completed.

Any person who refuses to obey an order made under this section shall be liable to a penalty not exceeding five pounds.

Where in the exercise of any of the powers by this section conferred the Port Authority and their officers or any of them lay or lays open any land or premises they or he shall forthwith make and complete such examination and fill in and make good the surface of such land and restore the same or such premises

[10 & 11 GEO. 5.] *Port of London (Consolidation) [Ch. clxxiii.] Act, 1920.*

(as the case may be) as near as may be to the former condition thereof. A.D. 1920.

Where any person sustains any damage by reason of the exercise of any of the powers of this section in relation to any matter as to which he is not himself in default full compensation shall be made to such person by the Port Authority and any dispute as to the fact of damage or amount of compensation shall in default of agreement be ascertained by and recovered before a court of summary jurisdiction Provided always that the provisions of this section shall not apply within the limits of the Port of London under the jurisdiction of the port sanitary authority thereof.

235. For the purpose of giving effect to the provisions of this Act relating to pollution the urban or rural sanitary authority of any district in which and every person owning or occupying any lands on in through or under which any sewer or drain being within all or any of the several counties of Surrey Essex and Kent and administrative county of London and being within the catchment area of the Thames in the Port of London exclusive of the catchment area of so much of the River Lee as is above the south boundary stones in the Lee Conservancy Act 1868 mentioned is situate shall within twenty-eight days after application in writing therefor made to such authority or person (as the case may be) by the Port Authority (such application being addressed in the case of a sanitary authority to the clerk of such authority) produce for inspection by the Port Authority all such plans (in his possession) of and if requested so to do furnish to the Port Authority at reasonable charges to be paid by the Port Authority copies of all such plans of such sewer or drain as and furnish to the Port Authority all such information as to such sewer or drain and the ownership of or control over the same as such authority or person (as the case may be) may be able to produce or furnish and if any such authority or person (as the case may be) shall make default in so doing they or he (as the case may be) shall be liable for every such offence to a penalty not exceeding five pounds.

Sanitary authorities owners and occupiers to afford information.

236. After the conviction of any person of an offence against the provisions of the sections of this Act whereof the marginal notes are "Sewage &c. prohibited from being sent into Thames &c. where not lawfully so sent at passing of Act" and

Power to stop up outlets of sewers &c.

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.] Act, 1920.*

A.D. 1920. — “Notice for discontinuance of pollution” or of either of those sections the Port Authority may with the sanction of the court which so convicted such person (but not otherwise) stop up the outlet of any sewer drain pipe or channel in respect of or by means of which such offence was committed or whereby flowed or passed the sewage or matter for not discontinuing the flow or passage of which such person was convicted of an offence as aforesaid and for that purpose may do all works that appear to them requisite and may enter on any lands and the court may order that the Port Authority may recover from the person offending all expenses incurred by them in so doing with costs either as a penalty under this Act is recoverable or as a debt in any court of competent jurisdiction. If any person at any time prevents obstructs or hinders the Port Authority from or in stopping up any outlet as aforesaid or unstops or damages any work for stopping up any outlet stopped up by the Port Authority under this section he shall for every such offence be liable to a penalty not exceeding twenty pounds :

Provided that no sewer drain pipe or channel discharging into the Thames and vested in any local authority shall be stopped up if such local authority shall have taken or be taking all practical means to procure the conviction of the actual offender.

Weeds &c.
not to be
thrown in
Thames.

237. All persons cutting and also all persons employing others to cut or knowingly suffering persons in their employ to cut weeds grass or other vegetation in the Thames or in any tributary shall remove or cause to be removed therefrom such weeds grass or other vegetation immediately after the cutting thereof so as to prevent their remaining in and decaying and contaminating the water of the Thames and no person shall throw or sweep or employ any other person to throw or sweep or knowingly suffer any person in his employ to throw or sweep any weeds grass or other vegetation into the Thames or into any tributary and every person who acts in contravention of this enactment shall for every such offence be liable to a penalty not exceeding five pounds.

Right to
prosecute
to be in
Port Autho-
rity only.

238. It shall not be competent for any person other than the Port Authority their officers attorneys solicitors or agents to institute or carry on any proceeding or prosecution under the provisions of this Act relating to pollution.

239. Nothing in the provisions of this Act relating to pollution shall be deemed to legalise or permit any nuisance or shall take away or prejudicially affect any remedy or right which any person would or might have had or exercised if this Act had not been passed as against any person for the time being causing or suffering the flow or passage of any sewage or matter aforesaid.

A.D. 1920.
Act not to legalise nuisances or affect other remedies.

240. With respect to the sewerage works of the mayor aldermen and burgesses of the borough of West Ham (in this section referred to as "the corporation") nothing in this Part of this Act shall prejudice or affect the right of the corporation to continue the flow or passage of sewage through the lower of their two present outfalls situate near the West Marsh sluice in the River Lee if and so long as they shall make provision by proper depositing tanks and filter beds or otherwise by the best known practicable process for the purification clarifying and disinfecting sewage in the works belonging to them or under their control and if and so long as the effluent water is clarified and disinfected so as not to be offensive or injurious in the judgment of the Port Authority or in case of difference in the judgment of an arbitrator appointed by the Ministry of Transport on the application of either party the corporation may discharge such effluent through such lower outfall.

Provision as to West Ham Corporation.

241. Nothing in the provisions of this Act relating to pollution shall prevent the owners lessees or occupiers of watercress beds using any streams channels springs of water or works in connexion therewith for the proper cultivation of watercress by any of the best known methods or from opening any such drains pipes or channels as may be required for the purpose of passing water through any such beds into any tributary.

For protection of cultivation of watercress.

242. Nothing in the provisions of this Act relating to pollution shall extend to the River Medway or in any way affect the rights and powers of the Conservators of the said River Medway.

For protection of Medway Conservators.

(e) Licences and Permissions for Works.

243. The Port Authority may from time to time for a fair and reasonable consideration (such consideration to be either a sum in gross or an annual rent or partly a sum in gross and partly an annual rent and so far as a sum in gross to be paid at the time of granting the licence) and upon such terms and subject to such restrictions as they think proper grant to any owner or occupier

Port Authority may license docks piers embankments &c.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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A.D. 1920. of any land adjoining the Thames a licence under the hand of the secretary of the Port Authority for all or any of the following purposes (namely):—

- (1) For the making of any dock basin pier jetty wharf bank quay or embankment wall or other work immediately in front of his land and into the body of the Thames :
- (2) For the formation of such recesses docks or beds for boats and barges and dwarf wharfing and for the driving of such piles and for such stone pitching and other works as the Port Authority deem necessary or proper for the convenient use protection and improvement of his land and the placing and mooring of vessels in such line and at such levels as appear to the Port Authority necessary or proper for the trade and convenient enjoyment of his land without injurious interference with the navigation of the Thames or its future improvement :
- (3) For the erection at the places where the piers or landing-places by this Act authorised to be erected are to be erected of piers or landing-places in such positions and of such form and construction as the Port Authority shall consider most advantageous to the public and as causing the least obstruction to the navigation of the Thames and for the driving of piles and the formation of dwarf wharfing ways and other conveniences to his land.

And the Port Authority (provided that power so to do was expressly reserved by or that notice of the following provisions of this section was endorsed on the licence authorising the erection driving or formation of any pier landing-place piles dwarf wharfing way or other convenience) may from time to time require the form and construction of such pier or landing-place and the position of such piles and the mode of forming such dwarf wharfing way or other convenience to be altered by and at the expense of the owner of or person licensed to erect drive or form the same and also require such pier landing-place piles dwarf wharfing way or other convenience to be removed and taken away by and at the expense of the owner of or person licensed to erect drive or form the same and in case any such pier landing-place piles dwarf wharfing way or other convenience

shall not be altered or removed within seven days after notice in writing from the Port Authority to alter or remove the same shall have been given to the owner of or person licensed to erect drive or form the same or if such owner or person or his address is unknown to the Port Authority shall have been left upon or affixed to such pier or landing-place or any part thereof the Port Authority may alter or remove such pier landing-place piles dwarf wharfing way or other convenience in the same manner as under the authority of this Act they may abate or remove any other nuisance.

244. No works upon the bed or shores of the Thames shall at any time be commenced or executed under the direction or with the licence consent or permission of the Port Authority without such works having been previously approved of by the Board of Trade such approval to be signified in writing under the hand of the secretary or of an assistant secretary to the Board of Trade or if such approval be not previously obtained without proper conditions being made to provide for the immediate removal of all such works upon notice from the Board of Trade under the hand of the secretary or of an assistant secretary thereto requiring the same to be removed.

A.D. 1920.
—
Certain works to be approved by Board of Trade.

245. If at any time the Board of Trade think fit to order a local survey and examination of any work upon the bed or shores of the Thames or of the intended site thereof the person about to commence or who may have commenced or executed any such work shall defray the costs of every such local survey and examination and the amount thereof shall be a debt due to His Majesty from such person as aforesaid and if not paid upon demand may be recovered as a debt due to the Crown with the costs of suit in any court of competent jurisdiction or may be recovered with costs as a penalty is or may be recoverable under this Act.

Board of Trade may order survey of works at expense of persons commencing works.

246. The Board of Trade or the Port Authority respectively if they respectively think fit may abate and remove every work commenced or executed upon the bed or shores of the Thames which they respectively may not have approved of licensed consented to or permitted and restore the site thereof to its former condition at the cost of the persons who may have commenced or executed such work and the amount of any such costs shall be a debt due to His Majesty or to the Port Authority

Works which have not been approved of to be removed.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — (as the case may be) from such persons as aforesaid and if not paid upon demand may be recovered as a debt due to the Crown or to the Port Authority (as the case may be) with the costs of suit in any court of competent jurisdiction or may be recovered with costs as a penalty is or may be recoverable under this Act Provided that the provisions of this section and the provisions of the two immediately preceding sections shall not apply to any works executed by the Admiralty on such portions of the bed and shores of the Thames as are mentioned in the section of this Act whereof the marginal note is “Reservation of part of the bed and soil.”

Power to license stages cranes &c. in Thames for discharging vessels.

247. The Port Authority may from time to time for a fair and reasonable rent and upon such terms and subject to such restrictions as they think proper grant to any person on his application therefor a licence under the hand of the secretary of the Port Authority to erect establish and use any stages cranes apparatus and other machinery in or upon the bed or shores of or afloat in the Thames suitable and convenient for the unloading and discharging by steam hydraulic or other power of vessels and from time to time to order and direct such stages cranes apparatus and other machinery or any of them to be removed provided that notice of any application for any such licence shall be inserted in the London Gazette and in four daily morning newspapers published and circulating in London and be given to the owners and occupiers of any land on the banks of the Thames in front of which such erection is to be placed at least two months before such licence is granted.

Appeal to Minister of Transport against revocation or refusal of licence.

248. If the Port Authority revoke any licence for any of the purposes mentioned in the sections of this Act whereof the marginal notes are “Port Authority may licence docks piers embankments &c.” and “Power to license stages cranes &c. in Thames for discharging vessels” granted by their predecessors and in force on the 31st day of March 1909 or refuse to grant a licence for any such purpose on reasonable terms the licensee or applicant may appeal against the revocation or refusal to the Minister of Transport and the decision of the Minister of Transport shall be final and binding on both parties.

Mooring chains to be put down

249. The Port Authority may from time to time put down or place and maintain in such situations in the Thames

A.D. 1920.

as they think fit all such mooring chains as they think necessary or convenient. and maintained.

250. The Port Authority may from time to time purchase by agreement any private mooring chains. Private mooring chains may be purchased.

251. No person shall make or form any recess dock bed for boats or barges basin pier jetty landing-place wharf bank dwarf wharfing way quay or embankment wall or other work or drive any piles or do any stone pitching in or upon the bed or shores of the Thames or erect establish or use any stage crane apparatus or other machinery in or upon the bed or shores of or afloat in the Thames for the unloading or discharging of vessels without a licence from the Port Authority. No erections or works in Thames or on bed or shores thereof without licence.

252. No mooring chain shall be put down or placed in the Thames without the permission of the Port Authority and every mooring chain which shall be put down or placed in the Thames shall be so continued only during the pleasure of the Port Authority and the Port Authority may at any time by giving one week's notice in writing require such mooring chain to be removed and in case default shall be made in such removal beyond the time to be mentioned in such notice such mooring chain may be removed by the Port Authority Any person who contravenes or fails or neglects to comply with any provisions of this or the section of this Act the marginal note whereof is "No erections or works in Thames or on bed or shores thereof without licence" shall be liable on summary conviction to a penalty not exceeding ten pounds and in the case of a continuing offence to a penalty of ten pounds for each day on which the offence is continued after conviction thereof. No mooring chains to be put down without permission of Port Authority.

253. The Port Authority may remove any private mooring chain within the tideway of the Thames making compensation to the owner thereof for any loss or damage which he may sustain in consequence of such removal such compensation to be ascertained in the manner provided for the taking of land by the Lands Clauses Acts. Private mooring chains in tideway may be removed.

254. The consideration for any licence or permission of the Port Authority granted for doing in or upon the bed or shores of or afloat in the Thames any of the following things namely for making forming or maintaining any recess dock bed for boats or barges basin pier jetty landing-place wharf bank Consideration for licence to be previously approved.

A.D. 1920. dwarf wharfing way quay or embankment wall or other work or driving any piles or doing any stone pitching or erecting establishing or using any stage crane apparatus or other machinery for the unloading or discharging of vessels or laying down any mooring chains and whether such licence or permission shall be granted for the first time or shall be by way of renewal or continuance of any licence or permission heretofore granted by the predecessors of the Port Authority shall be such as in the judgment of some competent person (to be once in every year appointed by the Port Authority) shall be deemed to be the true and fair worth or value thereof to the person obtaining such licence or permission and no such licence or permission shall be granted by the Port Authority without a previous valuation being made by such competent person as aforesaid and every such valuation shall be signed and certified by the person making the same to be true and accurate to the best of his judgment and belief Provided always that this section shall not apply with respect to the Thames eastward of an imaginary line drawn from Yantlet Creek to the City Stone opposite to Canvey Island.

Land embanked to vest in the owner of the land in front of which the embankment is made.

255. When and as soon as any embankment shall have been made under any licence and the conditions if any of such licence shall by any endorsement thereon under the hand of the secretary of the Port Authority have been certified to be performed such certificate being evidence of the embankment having been duly made the land reclaimed by any such embankment shall vest in and be enjoyed by the same persons for such and the same estates and interests and shall pass by the same wills and be subject to such and the same uses and be held upon such and the same trusts and for such and the same ends intents and purposes and with under and subject to such and the same powers provisoes declarations agreements leases mortgages annuities charges liens and incumbrances rents services and customs as the land immediately in front of which such embankment shall have been made and in respect of which the licence to make such embankment shall have been granted and whenever any embankment shall have been made in front of any land of freehold tenure the land reclaimed by such embankment shall be deemed of freehold tenure and whenever any embankment shall have been made in front of any land of copyhold or customary tenure the land reclaimed by such embankment shall

be deemed of copyhold or customary tenure and shall be held of the lord of the same manor or lordship under the same rents and by the same customs and services and shall pass by the like surrenders and admittances as the copyhold or customary lands in front of which the embankment was made and whenever any embankment shall have been made in front of any land of leasehold tenure the lands reclaimed by such embankment shall in like manner be deemed leasehold and shall (unless any agreement to the contrary be made between the lessor and lessee) be held under the same rents and covenants as the land in front of which the embankment was made and the remainder or reversion of the land so acquired shall be vested in the same lessors as the remainder or reversion of the lands in front of which the embankment was made was vested at the time of making such embankment. A.D. 1920.

256. The provisions of this Act relating to licences and permissions for works shall not apply to or affect any works or powers of executing altering or maintaining works authorised or conferred before the seventeenth day of August eighteen hundred and ninety-four under or by virtue of any Act. Saving for certain works and powers.

(f) Piers and Landing-places.

257. The Port Authority may from time to time as they shall deem necessary for the convenience of the public erect at any convenient places piers or landing-places of such form and construction as they shall deem most advantageous to the public and causing the least obstruction to the navigation of the Thames and also alter the form and construction of such piers or landing-places and also shut up or remove any such piers or landing-places without being obliged to erect or provide any other piers or landing-places in lieu of any so shut up or removed. Port Authority may erect piers and landing places.

258. The Port Authority may from time to time if they think fit let on lease to any person who may be willing to take the same for such time not exceeding three years and at such rent as may be mutually agreed upon any such pier or landing-place or the right to receive such tolls as the Port Authority shall have previously appointed to be taken at any such pier or landing-place and every such lessee shall have the same rights powers and authorities for taking receiving and recovering such Port Authority may let piers and landing-places.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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A.D. 1920. tolls as are by this Act given to the Port Authority or to any of their officers.

Notice to be given previously to the erection or licensing of any pier.

259. Before the Port Authority erect or grant any licence for the erection of any pier or landing-place they shall give one month's notice of their intention so to do by advertisement in two daily morning newspapers published and circulating in London and also cause one month's notice of such intention to be served upon the person in charge of any pier or landing-place established in the Thames by Act of Parliament and upon the person in charge of any pier or landing-place existing in the Thames on the first day of July one thousand eight hundred and fifty-seven which shall be within three hundred feet of the pier or landing-place proposed to be erected Provided always that nothing herein contained or anything done in pursuance of the directions herein contained shall be deemed or construed to give to any person owning or having charge of any pier existing in the Thames previously to the said first day of July any rights power or authority beyond those possessed by him or his predecessors in title before the seventeenth day of August one thousand eight hundred and fifty-seven being the date of commencement of the Thames Conservancy Act 1857.

Piers to be kept in repair lighted and cleansed.

260. The Port Authority may provide proper approaches and avenues to such piers or landing-places and cause such piers landing-places avenues and approaches to be kept in good repair and well and sufficiently lighted watched and cleansed.

Preservation of order &c. at piers.

261. Officers and servants of the Port Authority appointed by them to perform duties at the piers or landing-places of the Port Authority may preserve order on or at such piers or landing-places and the avenues and approaches thereto and prevent the intrusion thereon of persons who have no intention of embarking on board any vessel from such piers or landing-places and may remove persons unnecessarily lingering or loitering on or about such piers or landing-places and may assist vessels in making fast to such piers or landing-places.

Free public stairs or landing-places to be provided in lieu of those taken away by the Port Authority.

262. Whenever the Port Authority shall shut up remove or take away or in any manner obstruct the free use and enjoyment of any existing public stairs or landing-place now marked by the Port Authority or their predecessors they shall cause some equally convenient free public stairs or landing-place to be erected or provided and thereafter maintained in the place or

stead of the stairs or landing-place so shut up removed or taken away or the free use and enjoyment of which may be in any manner obstructed. A.D. 1920. —

263. The Port Authority may from time to time erect and maintain such toll houses or other conveniences on or near each pier or landing-place erected by them as they think fit and tolls not exceeding those for the time being authorised by this Part of this Act or any byelaw made by the Port Authority to be demanded and received at such pier or landing-place may be demanded and received at such pier or landing-place by such persons as the Port Authority from time to time appoint before any steam or other passage vessel be permitted to make fast to or to moor or touch at such pier or landing-place for the purpose of landing or embarking passengers or goods.

Port Authority may take tolls from steam-boats using the piers.

264. The Port Authority and the London County Council may enter into and carry into effect agreements for or with respect to the acquisition by or transfer to the Port Authority on such terms and conditions as may be agreed of any piers and landing-places belonging to or held by the said Council together with the powers of making byelaws appointing tolls rates or charges and of levying and enforcing the same and with all other rights powers and authorities vested in or exercisable by the said council in respect of such piers and landing-places and upon such acquisition or transfer all the said powers rights and authorities shall become vested in and exercisable by the Port Authority.

Power to agree with London County Council for acquisition of piers &c.

(g) *Harbour-masters.*

265. No person shall be appointed by the Port Authority to be a harbour-master unless such person shall after being duly examined by the Trinity House produce a certificate from them of his proper qualification to be a harbour-master.

Harbour-masters to be approved by Trinity House.

266. The Port Authority may from time to time by resolution under the common seal authorise any one or more of their officers to assist the harbour-masters in the execution of their duties or may authorise any such officer to exercise alone all or any of the powers in the enactments hereinafter in the provisions of this Act relating to harbour-masters &c. mentioned and those enactments shall be read as if the expression "harbour-master" wherever therein appearing included any officer so authorised.

Assistance of harbour-masters in their duties.

A.D. 1920.
Power of
harbour-
masters.

267. Any harbour-master may give directions for all or any of the following purposes (namely):—

For regulating the time and manner in which any vessel shall enter into go out of or lie in the Thames and the position mooring or unmooring placing or removing any vessel within the Thames :

For regulating the manner in which any vessel within the Thames shall take in or discharge its cargo or any part thereof or shall take in or deliver ballast :

For regulating the time and manner in which any vessel shall lie at any public draw dock or landing-place in the Thames and the position mooring or unmooring placing or removing any vessel lying thereat :

For regulating the manner in which any vessel lying at any public draw dock or landing-place in the Thames shall take in or discharge its cargo or any part thereof or shall take in or deliver ballast :

Provided always that it shall not be lawful for such harbour-master to direct that any vessel shall lie or be within any part of the Thames where by any Act of Parliament it shall or may be directed that no vessel shall lie or be nor to unmoor or remove from any part of the Thames duly appointed as a boarding landing or quarantine station any vessel moored or placed there under the authority of the Commissioners of Customs and Excise nor to moor or place any vessel within low-water mark of or alongside any quay custom house station or other place appropriated to the service of the customs.

Penalty on
not comply-
ing with
directions of
harbour-
masters.

268. The master of every vessel within the Thames or lying at any public draw dock or landing-place within those limits shall regulate such vessel according to the directions of any harbour-master made in conformity with this Act and any master of any vessel who after notice in writing signed by such harbour-master of any such direction served upon him shall not forthwith regulate such vessel according to such direction shall be liable to a penalty not exceeding five pounds.

Power of
harbour-
masters to
remove
vessels.

269. If the master of any vessel within the Thames or lying at any public draw dock or landing-place within those limits shall not moor unmoor place or remove such vessel according to the directions in writing of any harbour-master given to such

master such harbour-master may cause such vessel to be moored unmoored placed or removed according to the directions aforesaid and employ a sufficient number of persons for that purpose and the expenses thereby incurred shall be paid by such master and shall together with the costs of ascertaining and recovering the same be ascertained and recovered from such master in the same manner as any damages for the ascertaining and recovering of which no special provision is contained in this Act are directed to be ascertained and recovered. A.D. 1920.

270. If any master of any vessel within the Thames or lying at any public draw dock or landing-place or any other person shall hinder any harbour-master or any person employed by him in mooring unmooring placing or removing such vessel in manner aforesaid such master or other person shall for every such offence be liable to a penalty not exceeding five pounds. Penalty on master for obstructing harbour-master.

271. If the master of any vessel moored or fastened within the Thames or any other person on board such vessel shall not upon demand of any harbour-master unloose or slacken the rope or chain by which such vessel is moored or fastened or if there be no person on board such vessel such harbour-master may unloose or slacken the rope or chain by which such vessel is moored or fastened and cause if necessary a sufficient number of persons for the protection of such vessel to be put on board the same and all expenses thereby incurred shall be paid by the master of such vessel and shall together with the costs of ascertaining and recovering the same be ascertained and recovered from such master in the same manner as any damages for the ascertaining and recovering of which no special provision is contained in this Act are directed to be ascertained and recovered. Harbour-master may slacken ropes.

272. Any officer of the Port Authority on producing if required so to do a certificate of his personal authority signed by the secretary of the Port Authority may from time to time and at any time for any purposes of this Part of this Act enter into or upon any vessel within the Thames and inspect and examine such vessel and every part thereof. Power to enter and inspect vessels.

(h) Beacons and Lights.

273. It shall be lawful for the Port Authority from time to time to place and maintain such beacons as shall be necessary Port Authority's power as to beacons.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — and convenient for the navigation of the Thames and such power shall be vested in the Port Authority exclusively anything in Part XI. of the Merchant Shipping Act 1894 or in any other Act or in any charter or grant notwithstanding and the Port Authority shall have the same authority over and be subject to the same obligations with respect to beacons before the thirty-first day of December one thousand eight hundred and sixty-four placed by the Trinity House within the jurisdiction of the Port Authority as the Trinity House before that date had over or were subject to in respect of such beacons.

Light-houses.

274. The Port Authority shall not place any lighthouse below London Bridge.

Port Authority may require lights interfering with navigation to be removed.

275. The Port Authority may by notice in writing require any person placing or using on or near the Thames any light which is in the opinion of the Port Authority calculated to mislead persons navigating on the Thames or to interfere with the safe navigation of vessels upon the Thames from and after the receipt of such notice to screen alter extinguish remove or discontinue such light and if any person for the space of three days after the receipt of such notice refuse or fail to screen alter extinguish remove or discontinue any light so placed or used by him or if any person at any time after screening altering extinguishing removing or discontinuing any light with respect to which he shall have received any such notice replace or again use such light or place or use any other light in lieu thereof so that the same in the opinion of the Port Authority is calculated to mislead persons navigating on the Thames or to interfere with the safe navigation of vessels upon the Thames such person shall be liable to a penalty not exceeding ten pounds and to a daily penalty not exceeding the like amount.

(i) *Steam Launches.*

Steam launches to carry certain lights.

276. Every steam launch 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) :—

- (1) 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 behind a glass shade or slide

upon which the registered number of such launch shall be legibly and conspicuously painted in black figures; A.D. 1920.

(2) On the starboard side a green light; and

(3) 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.

Where any steam 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 ten pounds.

277. In case any complaint shall be made to the Port Authority as to the navigation of any steam launch then the owner of such launch shall upon the application in writing to him by the secretary of the Port Authority for that purpose give all information in his power to the Port Authority as to the person who at any particular time was in charge of such launch and any owner refusing to give such information or by his own negligence or default being unable to give the name and address of such person shall be guilty of an offence against this enactment and shall for every such offence be liable to a penalty not exceeding twenty pounds. Owner to afford information as to person in charge.

(j) Navigation of Vessels.

278. Every vessel navigating the Thames shall be navigated with care and caution and at a speed and in such a manner as not to endanger the lives of or cause injury to persons or endanger the safety of or cause damage to other vessels or any moorings or to the banks of the Thames or other property. Rules for navigation as to speed &c.

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.

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 master of such passing vessel to show that she was navigated with care and

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — caution and at such a speed and in such manner as directed by this section.

The owner or 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 twenty pounds.

(k) *Byelaws.*

Power to make bye-laws for the river.

279. The Port Authority may from time to time make such byelaws as to them seem meet for all or any of the purposes for which by this Part of this Act they are authorised to make byelaws and for all or any of the following purposes (namely):—

For the regulation management and improvement of the Thames and the navigation thereof :

For the prevention of obstructions in the Thames :

For compelling vessels on the Thames to exhibit lights from sunset to sunrise :

For the regulation of vessels on the Thames :

For prescribing in the Thames limits above which various classes of vessels to be defined by such byelaws and which are used only or principally for the carriage of passengers or for purposes of excursions shall not be navigated :

For the government good order and regulation of persons navigating the Thames or using the towpaths piers landing-places or locks thereof :

For preventing the loadings of vessels projecting over the sides thereof :

For the mooring of timber on the Thames :

For regulating the times and manner of raising or heaving up or for suspending mooring chains in the Thames :

For the registering and regulating of bumboats that is to say craft used on the Thames for the purposes of dealings in provisions liquors stores or other goods with seamen or others employed on or about the Thames :

For the registering and regulating of persons working or using such bumboats on the Thames :

For prescribing the depths of water which may be drawn at various seasons of the year by lighters navigated on the Thames above London Bridge for compelling and regulating the conspicuous and correct marking of such

lighters so as to show the depth of water at any time drawn by them and for preventing such lighters being loaded too deeply : A.D. 1920.

For prescribing the amount of freeboard or clearboard which lighters when navigated on the Thames are to have and securing that such lighters shall have such freeboard or clearboard :

For preventing the removal or alteration of any watermark set up by the Port Authority or their predecessors for the purpose of showing the height or depth of water in the Thames :

For the better collection of duties of tonnage and other charges payable on and for the registration of vessels exceeding forty-five tons registered tonnage navigating the Thames and trading seawards beyond Gravesend but not entered at the office of His Majesty's Customs and not exempted by this Act from the payment of duties of tonnage :

For regulating the proceedings on any inquiry by this Part of this Act directed to be held into any complaint of the operation of any byelaw of the Port Authority or of any determination or proceeding of the Port Authority or of the conduct of any of their officers :

For the regulation of bathing in the Thames and fixing the hours during which persons may bathe in the several parts thereof :

For preventing offences against decency by persons using the Thames and the banks and towpaths thereof or any land vested in the Port Authority :

For preventing disorderly conduct or the use of obscene scandalous or abusive language to the annoyance of persons using the Thames or the banks or towpaths thereof or any land vested in the Port Authority :

For preventing any nuisance to riparian residents or others by persons using the Thames :

For preventing trespasses upon any Thames riparian dwelling-houses or the curtilages or gardens belonging thereto :

For regulating the navigation of the Thames with a view to the safety and amenity of the said river in relation to the purposes of this Act :

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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For preventing injury to flowering and other plants shrubs
vegetation trees woods and underwoods on or near the
Thames :

For preventing bird catching bird nesting bird trapping and
the searching for taking or destruction of swans' and
other birds' nests eggs or the young of any birds or other
animals on or about the Thames saving all rights of
fowling hunting and sporting existing both on the four-
teenth day of August one thousand eight hundred and
eighty-five and at the passing of this Act :

For preserving notice boards and other works and things
set up by the Port Authority or with their consent :

For preventing disturbance of the navigation of the Thames
for purposes of recreation :

For preventing or regulating the exhibition of advertisements
and advertising upon or by means of vessels or otherwise
on or over the Thames but so that any such byelaw shall
not interfere with the right of the owner of any vessel of
exhibiting advertisements or notices for the purposes of or
in reference to his trade or business or of exhibiting any
advertisement not visible from the shore :

For the protecting preserving and regulating of the fisheries
in the Thames and the preservation of the fish therein :

For the registering and regulating of boats or vessels on the
Thames used for fishing by persons following the business
of fishermen or kept to be let to hire for fishing and the
governing of persons following the business of fishermen
and using or working such boats or vessels for fishing and
of persons keeping such boats or vessels for letting to hire
for fishing :

For the prohibition of the use of nets and apparatus improper
to be used for taking fish in the Thames :

For determining the times during which the taking of any
particular or specified kinds of fish shall not be practised
on the Thames :

For regulating the passage of vessels on the Thames on any
occasion when large crowds may assemble thereon.

(l) *Legal.*

A.D. 1920.

280. The owner of every vessel shall be and is hereby made answerable for all damage done by such vessel or by any person employed in or about the same by any means whatsoever to any of the banks or other works erected maintained or repaired by the Port Authority under the power in that behalf conferred on them by the section of this Act the marginal note whereof is "General powers as to works for navigation."

Liability of
owners of
vessels.

The amount of any such damage may be recovered by the Port Authority from the owner of any such vessel in any court of competent jurisdiction as a civil debt but without prejudice to the right of the owner to recover the amount of all damage and costs paid by the owner under the provisions of this section from any person so employed by whom such damage was done.

281. Every person who assaults resists or obstructs or aids or incites any person to assault resist or obstruct any officer or servant of the Port Authority or constable or other person employed in the due execution of this Part of this Act or in the execution of his duty or the lawful exercise of any authority under this Part of this Act or under any byelaw of the Port Authority for the time being in force relating to the river jurisdiction of the Port Authority shall for every such offence be liable to a penalty not exceeding five pounds.

Penalty for
assaulting
collectors
&c.

282. For the purposes of this Part of this Act and by any byelaws made thereunder the jurisdiction of all justices and magistrates acting for any area through or by which the Thames flows shall extend over the whole of the width of so much of the Thames as abuts on that area and over any place within one hundred yards on either side of such parts of the Thames as aforesaid and over the whole of any island any part whereof is in any part of the Thames as aforesaid.

Jurisdiction
of justices.

283. For the purposes of this Part of this Act and of any byelaws made thereunder the power and authority of all police officers and constables acting for any area through or by which the Thames flows shall extend over the whole of the width of so much of the Thames as abuts on that area and over any place within one hundred yards on either side of such parts of the Thames as aforesaid and over the whole of any island any part whereof is in any part of the Thames as aforesaid.

Powers &c.
of police.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
Venue of
trial of
offences.

284. For the purpose of proceedings under this Part of this Act or any byelaws made thereunder every offence shall be deemed to have been committed and every cause of complaint under this Part of this Act or any such byelaw shall be deemed to have arisen in the place in which the same actually was committed or arose. Provided that every such offence committed on or in respect of and every such cause of complaint arising in respect of any vessel in the Thames below the western boundary of the county of London may be deemed to have been committed or to have arisen within the county of London.

Bailiffs and
servants of
Port Authority
may be
sworn in as
constables.

285. The Port Authority may if they think fit procure all or any of their officers and servants to be sworn in as constables for any of the counties adjoining the Thames or any of the cities boroughs or towns adjoining the Thames and maintaining separate police forces but they shall not be liable without the consent of the Port Authority to be called upon to perform the duties of such constables except for the purposes of this Part of this Act or of any byelaws made thereunder.

Power to
employ me-
tropolitan
city and
county
police.

286. The Commissioner of Police of the Metropolis the Commissioner of City Police and the chief constables head constables or other officers having chief commands of police of all the counties and of all cities boroughs and towns maintaining separate police forces through or by which counties cities boroughs or towns the Thames flows respectively from time to time if they think fit at the request of the Port Authority and upon such terms as to payment by the Port Authority or otherwise as may from time to time be agreed upon between the Port Authority and the respective commissioners chief constables head constables or other officers having chief commands of police may provide officers and constables of police to keep the peace preserve order and prevent breaches of this Part of this Act and any byelaws made thereunder and generally to exercise police authority at the piers or landing-places and the avenues and approaches thereto belonging to or under the control of the Port Authority and situate within the jurisdictions of the respective commissioners chief constables head constables or other officers having chief commands of police and to remove any persons who may act in contravention of this Part of this Act or any byelaws made thereunder.

Regulations
on occasion

287. Subject to the provisions of the next following section of this Act the Commissioner of Police of the Metropolis may

with a view to maintaining order and securing the safety of the public from time to time give such orders as he thinks expedient for the purpose of regulating the passage of vessels on such part of the Thames as lies within his jurisdiction on any occasion when large crowds may assemble on such part.

A.D. 1920.
of assem-
blage of
large
crowds.

If the master of any vessel disobeys any officer or constable of any police force engaged in keeping order on such occasion as aforesaid he shall in the case of a vessel propelled otherwise than by oars be liable to a penalty not exceeding twenty pounds and in the case of a vessel propelled by oars to a penalty not exceeding five pounds.

Any superintendent inspector or sergeant of any police force may enter on any vessel the master of which refuses to comply with any orders given in pursuance of this section for the purpose of taking such measures as may be necessary for carrying into effect the objects of this section or any orders made thereunder And any person obstructing the entry of any superintendent inspector or sergeant in pursuance of this section or impeding his efforts to carry the same into effect shall for each offence be liable to a penalty not exceeding twenty pounds.

288. Whilst any byelaw of the Port Authority for regulating the passage of vessels on the Thames on any occasion when large crowds may assemble thereon shall be in force all officers and constables of any police force shall observe the same and if any inspector of the Port Authority shall be present on any such occasion all such police officers and constables shall in all things observe the directions of such inspector of the Port Authority.

Police to observe byelaws of Port Authority and directions of their officers.

289. Where the Port Authority or any other body corporate or any person deem or deems themselves or himself aggrieved by any order conviction judgment or determination of or by any matter or thing done by any court of summary jurisdiction under this Part of this Act or any such byelaw as aforesaid they or he may appeal therefrom to a court of quarter sessions.

Appeal to quarter sessions against order &c. of justices.

290. All penalties fines and forfeitures imposed and recovered for offences against this Part of this Act or any byelaw of the Port Authority for the time being in force relating to their jurisdiction under this Part of this Act (including any byelaws made under the section of this Act the marginal note whereof is "Byelaws relating to watermen &c.") except penalties fines and forfeitures imposed on or recovered from the Port Authority

Payment of penalties &c. recovered to Port Authority.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. shall be paid to the Port Authority and be by them carried to the port fund anything in any other Act notwithstanding.

(m) *Savings.*

Saving
for His
Majesty's
ships and
moorings
and for 54
Geo. 3.
c. 159.

291. Nothing in this Part of this Act shall extend to any vessel belonging to or employed in the service of His Majesty His heirs or successors or to any present or future moorings of or for any such vessels nor shall anything in this Act repeal alter prejudice or affect any of the provisions of the Act fifty-four George the Third chapter one hundred and fifty-nine.

Saving
rights of
duchy of
Lancaster.

292. Nothing in this Part of this Act shall prejudice diminish alter or take away any of the rights privileges powers or authorities vested in or enjoyed by the King's most Excellent Majesty His heirs and successors in right of His duchy of Lancaster otherwise than is specially provided in this Part of this Act.

Saving
rights of
duchy of
Cornwall.

293. Nothing in this Part of this Act shall extend to interfere with any rights belonging to the duchy of Cornwall or to prejudice diminish alter or take away any of the possessions rights profits privileges powers or authorities vested in or claimed or enjoyed by the Duke of Cornwall (or the personage for the time being entitled to the duchy of Cornwall) under or by virtue of any law custom grant statute or otherwise or in or by any lessee grantee or other person holding under the said duchy.

Saving
rights of
Inner and
Middle
Temples.

294. Except the provisions of this Part of this Act relating to pollution nothing in this Act or in any byelaw made or continued under the authority of this Part of this Act shall take away prejudice or affect any of the rights powers or privileges to which under the Thames Embankment Act 1862 the two societies of the Inner Temple and the Middle Temple or either of them are or is entitled.

Saving
rights of
Canvey Is-
land Com-
missioners.

295. Nothing in this Part of this Act or any byelaw of the Port Authority for the time being in force shall take away interfere with limit prejudice affect abridge or impeach any of the rights powers privileges and authorities or property vested in the commissioners for putting into execution the Act thirty-two George the Third chapter thirty-one and the Canvey Island (Sea Defences) Act 1883 or any acts or things done by the said commissioners under the said Acts or either of them.

296. Notwithstanding anything in this Part of this Act it shall not be lawful for the Port Authority in any way to interfere with the banks of the Dartford and Crayford Creeks or either of them or with the navigation thereof without the consent of the commissioners of sewers for the limits extending from Lombard's Wall to Gravesend Bridge in the county of Kent and upon and under such terms and conditions as to the said commissioners may seem fit and nothing in this Part of this Act shall repeal or in anywise prejudice affect lessen abridge or interfere with any of the powers rights privileges or authorities vested in the said commissioners.

A.D. 1920.
Saving rights of commissioners of sewers for limits extending from Lombard's Wall to Gravesend Bridge.

297. Except the provisions of this Act relating to pollution nothing in this Part of this Act shall take away prejudice or affect any of the rights powers or authorities vested in any commissioners of sewers or the mayor aldermen and burgesses of the borough of West Ham as successors of the commissioners of sewers for the Havering and other levels.

Saving rights of commissioners of sewers.

298. Notwithstanding anything in this Part of this Act it shall not be lawful for the Port Authority to interfere with so as to obstruct or impede the navigation of the Dartford and Crayford Creeks or either of them and nothing in this Part of this Act shall repeal or in anywise prejudice affect lessen abridge or interfere with any of the powers rights privileges or authorities vested in the commissioners of the Dartford and Crayford Navigation.

Saving rights of commissioners of Dartford and Crayford Navigation.

299.—(1) Notwithstanding anything in this Part of this Act it shall not be lawful for the Port Authority to place or make any piles groynes walls or works in front of any land now belonging to the London County Council which shall injuriously affect any right of that council in respect of such land.

Saving for London County Council.

(2) No byelaw of the Port Authority made under this Part of this Act shall affect the right of the said council to place notices or announcements on any land belonging to and used by them under the powers of any Act.

300.—(1) Nothing in this Act shall empower the Port Authority to erect any toll gate or toll house upon any lands lying between the garden of Buccleuch House at Richmond and the road leading from the hamlet of Ham to Twickenham Ferry.

Saving for corporation of Richmond.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — (2) It shall not be lawful for any person to make use of horses for towing of vessels on the Surrey side of the Thames between Ferry Lane Kew and Friars Lane Richmond except on that portion of the towpath which was constructed under the powers of the Act 17 Geo. III. c. xviii.

Saving certain rights in fisheries.

301. This Part of this Act or any power conferred by this Part of this Act or any byelaw of the Port Authority for the time being in force made under this Part of this Act not being a byelaw made for any of the purposes following (namely) for the preservation of the fish in the Thames for the prohibition of the use of nets and apparatus improper to be used for taking fish in the Thames and for determining the times during which the taking of any particular or specified kinds of fish shall not be practised on the Thames and except the provisions of this Act relative to the powers and duties of water bailiffs and other officers of the Port Authority shall not extend to take away alter or abridge any right claim privilege franchise exemption or immunity to which any owner or occupier of any private fishery in the Thames is entitled or to empower the Port Authority to interfere with the exercise of the rights of such owner or occupier but the same shall remain and continue as if this Act had not been passed.

Saving certain other rights in fisheries.

302. The powers and duties of the Port Authority and their officers with respect to fishing boats fish and fishing shall unless and until such an order as is hereinafter mentioned is made extend to the line drawn from Yantlet Creek to the City Stone opposite to Canvey Island but not eastward of that line but the Minister of Agriculture and Fisheries may with the consent of the Minister of Transport make an order either—

- (i) Excluding from the Kent and Essex sea fisheries district such part of the Port of London as is included therein and extending the said powers and duties of the Port Authority and their officers to the part of the Port of London eastward of the said line; or
- (ii) Extending the Kent and Essex sea fisheries district to such part of the Port of London westward of the said line as may be specified in the order and excluding such part from the area within which the said powers and duties of the Port Authority and their officers may be exercised and performed and any

order made for that purpose shall have effect as if A.D. 1920.
it were an amending order made under the Sea
Fisheries Regulation Act 1888.

303.—(1) Notwithstanding anything contained in this Act the provisions of the sections of this Act the marginal notes whereof are as follows:—

Saving for
borough
of South-
end-on-Sea
and urban
district of
Sheerness.

Sewage &c. prohibited from being sent into Thames &c.
where not lawfully so sent at passing of Act;

Notice for discontinuance of pollution;

Sanitary authorities owners and occupiers to afford information;

Power to stop up outlets of sewers &c.;

Port Authority may license docks piers embankments &c.;

Power to license stages cranes &c. in Thames for discharging vessels;

Mooring chains to be put down and maintained;

Private mooring chains may be purchased;

No erections or works in Thames or on bed or shores thereof without licence;

No mooring chains to be put down without permission of Port Authority;

Private mooring chains in tideway may be removed;

Consideration for licence to be previously approved;

Land embanked to vest in the owner of the land in front of which the embankment is made;

Port Authority may erect piers and landing-places;

Port Authority may let piers and landing-places;

Notice to be given previously to the erection or licensing of any pier;

Piers to be kept in repair lighted and cleansed;

Preservation of order &c. at piers;

Free public stairs or landing-places to be provided in lieu of those taken away by the Port Authority;

Port Authority may take tolls from steamboats using the piers;

Harbour-masters to be approved by Trinity House;

Assistance of harbour-masters in their duties;

Power of harbour-masters;

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

- A.D. 1920. Penalty on not complying with directions of harbour-masters ;
 Power of harbour-masters to remove vessels ;
 Penalty on master for obstructing harbour-master ;
 Harbour-master may slacken ropes ;
 Power to enter and inspect vessels ;
 Boat not to be used unless licence granted and particulars painted on boat :

And so much of the sections of this Act the marginal notes whereof are " Existing deeds contracts &c. to remain in force " and " Power to make byelaws for the river " as relates to the regulation of bathing and the fixing of the hours during which persons may bathe shall not apply in any area comprised in the borough of Southend-on-Sea or between that borough and a straight line drawn from the West Shoebury Buoy to the most easterly point of Canvey Island or in the urban district of Sheerness including the foreshore opposite that district nor as respects any part of the bed of the Thames within one hundred yards from that foreshore.

(2) Nothing in this Act shall prejudice lessen affect or interfere with any powers rights authorities privileges or property of the mayor aldermen and burgesses of the borough of Southend-on-Sea under any Act now in force.

(3) Nothing in this section shall be construed as a recognition of any right or interest of the said mayor aldermen or burgesses in any part of the bed or shore of the Thames.

For protection of
Midland
Railway
Company.

304. The following provisions for the protection of the Midland Railway Company as successors of the London Tilbury and Southend Railway Company (hereinafter called " the Midland Company ") shall unless otherwise agreed in writing between the Port Authority and the Midland Company apply and have effect :—

- (1) Nothing in this Part of this Act shall authorise the Port Authority to make or authorise any ferry between any points in the parishes of Milton or Gravesend in the county of Kent and the parishes of Chadwell or Tilbury in the county of Essex or in any way to prejudice or interfere with any rights of passage ferry or transport of the Midland Company under

any charter or Act nor shall anything in this Part of this Act authorise the Port Authority to make or authorise the making of any pier or works for landing passengers which shall injuriously affect any pier or works of the Midland Company : A.D. 1920.

- (2) Notwithstanding anything in this Part of this Act it shall not be lawful for the Port Authority to place or make in front of any land which belonged to the London Tilbury and Southend Railway Company on the 17th day of August 1894 any piles groynes walls or works which shall injuriously affect any right of the Midland Company in respect of such land :
- (3) Nothing in this Part of this Act shall prejudice or affect any right of dredging or raising gravel sand ballast or other substances from the bed of the Thames conferred on the Midland Company under or by virtue of any Act or prevent the Midland Company from exercising any right which but for the passing of this Part of this Act they might have had or exercised of dredging any accumulations which might impede the free use by them of any of their piers or wharves :
- (4) The provisions of this Part of this Act relating to licences and permissions for works shall not apply to or affect any works or powers of the Midland Company heretofore authorised or conferred under or by virtue of any Act or authorise the Port Authority to grant any licence for the erection establishment or use of any stage crane apparatus or other machinery in front of any such land as is mentioned in subsection (2) of this section which shall injuriously affect any right of the Midland Company in respect of such land :
- (5) Notwithstanding anything in the provisions of this Part of this Act relating to harbour-masters &c. no harbour-master appointed by the Port Authority shall have any jurisdiction on any wharf pier or landing-place of the Midland Company which was in use by the London Tilbury and Southend Railway Company on the 17th day of August 1894 for the purpose of their traffic and undertaking.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
Act not to affect Richmond foot-bridge lock and slipway and tolls.

305. Nothing in this Part of this Act shall apply to the bridge with footway and removable sluices lock and slipway by the Richmond Footbridge Sluices Lock and Slipway Act 1890 authorised to be made and maintained or to any toll by that Act authorised to be demanded or to any toll collector appointed under or for the purposes of that Act.

Saving for rights of local authorities and others to take water.

306. Except as in this Part of this Act expressly provided nothing in this Part of this Act shall take away prejudice or affect any right power or authority of any local authority company or person which might be lawfully exercised or enjoyed immediately before the passing of this Act with respect to the taking of water from the Thames.

General saving of rights.

307. Except as in this Part of this Act expressly provided nothing in this Act shall take away alter or abridge any right claim privilege franchise exemption or immunity to which any owner or occupier of any lands on the banks of the Thames including the banks thereof or of any eyots or islands in the Thames or any person is now by law entitled nor take away or abridge any legal right of ferry but the same shall remain and continue in full force and effect as if this Act had not been passed.

(n) *Miscellaneous.*

Provision against shooting or use of fire-arms on Thames.

308. It shall be unlawful to discharge any fire-arm air-gun gun or similar instrument over or upon the Thames or the shores banks or towpaths thereof or any land for the time being vested in the Port Authority above an imaginary straight line drawn from Barking Creek to Margaret Ness and every person discharging any fire-arm air-gun gun or similar instrument over or upon the Thames or the shores banks or towpaths thereof or any such land as aforesaid above such line shall for every such offence be liable to a penalty not exceeding forty shillings :

Provided that the provisions of this section shall not apply to any of His Majesty's forces when in the performance of their duties.

Fixing high water of ordinary spring tides for Thames.

309. The high water of ordinary spring tides at one mile below London Bridge shall be taken as level with the mark fixed by the late Captain Huddart in the year one thousand eight hundred upon the Hermitage entrance lock to the London Docks commonly called "Trinity standard" The high water

of ordinary spring tides at other places shall correspond with the above allowing for the difference of flow at each particular place. A.D. 1920.

310. The Port Authority may if they think fit so to do from time to time pay such annual or other sum of money as to them seems fit and reasonable to any officer or person in their employ who was in the employ of the conservators and was transferred by the Port of London Act 1908 to the Port Authority in addition to the usual salary or wages of such officer or person for any extra or unusual service or as a compensation for any accident injury loss or damage which may happen to or be sustained by such officer or person and also to any such officer or person by way of retiring or superannuation allowance for length of service and also to the widow or children of any such officer or person employed by the Port Authority or engaged in the execution of any work for them Provided always that the scale for retiring or superannuation allowances shall from time to time be approved by the Treasury.

Port Authority may give gratuities and pay superannuation allowance.

311. Notwithstanding anything in any Act and notwithstanding any custom to the contrary all tolls which for the time being may be demanded and received by the Port Authority under this Act in respect of the Thames above London Bridge and all lands buildings ponds towpaths bridges ferries and works for the time being vested in the Port Authority in respect of the Thames above London Bridge shall be exempt from all parochial charges rates taxes assessments impositions and payments whatsoever save as hereinafter in this section mentioned :

Certain exemptions from rates and taxes.

Provided always that the Port Authority shall pay full compensation and satisfaction for all parochial taxes whatsoever in respect of such lands and towpaths in respect of the Thames above London Bridge which have been or may be purchased or used by the Port Authority for the purposes of this Act and for which parochial taxes were paid at the passing of the Act of 54 Geo. III. c. xxiii in such manner and to such amount only as actually were paid or would have been paid for such lands or towpaths in case the same had not been so purchased or used such compensation and satisfaction to be settled by a jury if necessary in the same manner as compensation may under the Lands Clauses Acts in case of dispute be settled by a jury.

A.D. 1920.
—
For protec-
tion of com-
missioners
of sewers
Gravesend
Bridge to
Sheerness
and Pens-
hurst.

312. For the protection of the commissioners of sewers within the limits extending from Gravesend Bridge to Sheerness and thence along the River Medway to Penshurst in the county of Kent (in this section referred to as "the commissioners") the following provisions unless otherwise agreed in writing between the commissioners and the Port Authority shall apply and have effect (that is to say):—

- (1) The Port Authority shall not exercise or put into force any of their powers of dredging deepening widening or improving the bed and channel of the Thames for the purpose of forming the channel between the Nore and Gravesend—

(A) Between the river wall or bank on the Kentish side and the line marked AB on the plan signed in triplicate by Sir John Tomlinson Brunner Baronet the Chairman of the Committee of the House of Commons to whom the Bill for the Thames Conservancy Act 1905 was referred of which plan one copy was deposited in the Parliament Office of the House of Lords one in the Private Bill Office of the House of Commons and one at the offices of the conservators; or

(B) Elsewhere between the Nore and Gravesend within one thousand one hundred feet of the river wall or bank on the Kentish side :

- (2) The commissioners shall be entitled at all reasonable hours to inspect any surveys of the bed and fore-shores of the Thames between the Nore and Gravesend which may from time to time be made by the Port Authority and to purchase copies of any such surveys at a reasonable price.

Power to
agree as to
transfer of
rights of
taking
water.

313. Where any person is entitled under any Act of Parliament grant custom or otherwise to any right of abstracting or appropriating water which might otherwise flow or find its way into the Thames it shall be lawful for any such person on the one hand and the Port Authority or any other person on the other hand to enter into and carry into effect an agreement or agreements for the conveyance of such right to the Port Authority and every such right may be conveyed to the Port Authority by deed and shall as from the date of such conveyance be

absolutely extinguished to the intent that such water shall thereafter be allowed to flow into the Thames. A.D. 1920.

314. All minute books of account vouchers maps plans and other documents transferred from the conservators or the Company to the Port Authority shall at all reasonable times be open to the inspection free of charge of the conservators or the Company as the case may be and all minute books of account vouchers maps plans and other documents belonging to the conservators or the Company and not so transferred shall at all reasonable times be open to the inspection free of charge of the Port Authority. Inspection of minute books &c.

(o) *Watermen and Lightermen.*

315. It shall be lawful for all apprentices bound to a person authorised by law to take apprentices to have or take the sole charge of any passenger boat or lighter provided such apprentices shall have worked and rowed upon the Thames as apprentices for the space of two years at the least and upon their being found by the Port Authority after examination to be qualified to act and upon obtaining a licence from the Port Authority and the master or mistress of every such apprentice not having worked or rowed as aforesaid who shall permit or allow such apprentice to take such sole charge of any such passenger boat or lighter shall forfeit and pay for every such offence any sum not exceeding five pounds. Apprentice taking charge of boat.

316. Every widow of a freeman of the Company taking an apprentice under the Watermen's and Lightermen's Amendment Act 1859 shall keep or employ some person being a freeman of the Company or a licensed lighterman (as the case may be) to instruct such apprentice in the business for which he may be so bound to her and shall cause him to be so instructed before he is admitted a freeman of the Company or licensed to work as a lighterman in manner provided by this Act. Widows of freemen on taking apprentices to employ freemen &c. to instruct them.

317. It shall be lawful for the Port Authority from time to time and as often as the Port Authority shall think proper to name place and appoint plying places and inspectors of plying places and causeways adjoining or near to the Thames and of boats used for the carrying and conveying of persons on the Thames for hire or gain and such other officers and servants as shall be convenient and allow them or any of them Appointment of plying places and inspectors.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — such salaries or wages as the Port Authority shall think proper and may remove the said inspectors officers and servants or any of them from time to time as they shall think fit Provided always that the plying places at Gravesend and Milton-next-Gravesend shall be named and appointed by the Port Authority with the consent of the mayor aldermen and councillors of the borough of Gravesend Any inspectors appointed under this section shall be subject to the general authority and control of the harbour-masters of the Port Authority.

Penalty for
unlicensed
person
acting as
waterman or
lighterman.

318. If any person not being licensed in pursuance of this Part of this Act (except as hereinafter is mentioned) shall at any time act as a waterman or lighterman or ply or work or navigate for hire or gain any passenger boat or lighter upon the Thames between the landward limit of the Port of London and Lower Hope Point near Gravesend in the county of Kent or in any dock canal creek or harbour of or out of the Thames (except as hereinafter is mentioned) every such person shall forfeit and pay for every such offence any sum not exceeding forty shillings Provided always that it shall be lawful for any person who shall obtain a licence as is herein provided or is an apprentice found qualified as herein provided to work as a lighterman within the limits aforesaid Provided also that nothing in this section shall apply to any lighters passing entirely through the said limits or to any lighters navigating the Grand Junction Canal passing into or out of the said canal from or to the Thames and not navigated up or down the Thames or to any lighters on a voyage commencing or ending at any place eastwards or westwards of the limits aforesaid whether or not goods are in the course of the voyage taken in or discharged within those limits.

Application
for licence.

319. Any person qualified as hereinafter mentioned if desirous of working as a lighterman on the Thames above Lower Hope Point may apply to the Port Authority for a lighterman's licence authorising him to work as a lighterman thereon and any person qualified as hereinafter mentioned if desirous of working as a waterman on the Thames above Lower Hope Point may apply to the Port Authority for a waterman's licence authorising him to work as a waterman thereon and the Port Authority if satisfied of the competency of such applicant shall grant to him a lighterman's or waterman's licence accordingly.

320. Any person shall be deemed qualified for a lighterman's or a waterman's licence who has for a period of at least two years been engaged in working on a craft or passenger boat in the Port of London.

A.D. 1920.
Qualification for licence.

321. There shall be paid to the Port Authority in respect of any licence granted to any person not being a freeman of the Company to work as a lighterman on the Thames above Lower Hope Point the sum of three pounds eleven shillings or such less sum as the Port Authority may from time to time determine and on each renewal such sum not exceeding two shillings and sixpence as the Port Authority may from time to time determine.

Fees for licences.

322. The Port Authority may make any licence to be granted as aforesaid renewable provided the same is not made renewable more than once in any one year nor less than once in any three years.

Power to renew licences.

323. There shall be paid to the Port Authority in respect of any licence to work as a waterman or lighterman granted to any freeman of the Company or to the widow of a freeman or his or her apprentice or on the renewal thereof such a sum as the Port Authority may from time to time determine.

Fees for licences to freemen &c.

324. If any lighterman or waterman to whom a licence is granted in pursuance of this Part of this Act or of any byelaws made hereunder is guilty of such misconduct or acts of incompetency while working as a lighterman or waterman as in the opinion of the Port Authority to disqualify him either wholly or partially from holding such licence the Port Authority may after hearing what he has to urge in his defence endorse suspend or cancel altogether any licence he may hold.

Penalty for misconduct.

325. The Port Authority shall keep a register of all lightermen and watermen licensed by them in pursuance of this Part of this Act or of the Port of London Act 1908 and any person may inspect the same on payment of such sum not exceeding one shilling as the Port Authority may require.

Register of lightermen and watermen.

326. No lighter shall be worked or navigated upon any part of the Thames between the landward limit of the Port of London and Lower Hope Point near Gravesend in the county of Kent or in any dock canal creek or harbour of or out of the Thames so far as the tide flows therein unless there be in charge

No lighter to be navigated unless lighterman in charge.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — of such lighter a lighterman licensed in manner hereinbefore mentioned or an apprentice qualified as hereinbefore mentioned and if any such lighter be navigated in contravention of this section the owner thereof shall in respect of such offence incur a penalty not exceeding five pounds subject to this proviso that no such penalty shall be payable if the owner proves to the satisfaction of the magistrate or court before whom the case is heard that he is unable for the usual compensation to obtain the services of any such lighterman or apprentice Provided always that nothing in this section shall apply to any lighter passing entirely through the whole of the Thames above Lower Hope Point or to any lighter navigating the Grand Junction Canal passing into or out of the said canal from or to the Thames and not navigated up or down the Thames or to any lighter on a voyage commencing or ending at any place eastwards or westwards of the limits aforesaid whether or not goods are in the course of that voyage taken in or discharged within those limits.

Penalty on unlicensed person navigating passenger boat. **327.** If any unlicensed person rows steers or navigates for hire any passenger boat within the limits mentioned in the last preceding section he shall incur for each offence a penalty not exceeding five pounds.

Registration of licences. **328.** All licences to work as a waterman or lighterman granted by the Port Authority shall be registered by them.

Overcrowding of boats. **329.** If a greater number of persons is taken in any boat than it is licensed to carry the owner or person having charge thereof shall be liable for the first offence to a penalty not exceeding forty shillings and for every subsequent offence to a penalty not exceeding five pounds.

Overcrowding of passenger boats **330.** If a greater number of passengers is taken in any passenger boat than it is licensed to carry or if not licensed than it is calculated to carry having reference to the burthen and construction thereof the owner or person having charge thereof shall whether such boat shall be licensed to carry passengers or not incur for the first offence in respect of every passenger exceeding such number a penalty not exceeding forty shillings and in respect of any subsequent offence shall incur the same penalty and be liable to have his licence suspended withheld or withdrawn for such time as the Port Authority may think just.

331. The Port Authority are hereby empowered from time to time to limit and fix the fare that every waterman is entitled to be paid for his labour in conveying any person or persons by passenger boat from place to place or to and from steamers or other vessels on the Thames above Lower Hope Point and from time to time to alter such fares or any of them.

A.D. 1920.
Power to fix
waterman's
fares.

332. The Port Authority shall cause a list of the fares fixed and allowed from time to time as aforesaid together with such of the provisions contained in this Part of this Act and of the byelaws for the time being in force relating to the conduct of watermen plying for hire as the Port Authority think proper to be printed on a card or otherwise as the Port Authority think fit and shall cause a copy thereof to be given gratis to all licensed watermen and shall furnish copies thereof to every waterman upon payment of the sum of one shilling for a dozen copies and so in proportion for a less number and every waterman shall have a copy thereof in his boat and if any waterman refuses to produce the same to any person by whom a fare may be payable or produces a false copy thereof or does not permit such person to examine the same then and in any such case every such person is hereby discharged from paying his fare and the waterman so offending shall for each offence incur a penalty not exceeding forty shillings.

Distribution
of lists of
fares.

333. If any waterman plying within the Port of London wilfully avoids or attempts to avoid any passenger coming to or being at any stairs or plying place for the purpose of taking a boat or refuses or omits to take such passenger inquiring for or desirous of taking such boat or represents that he is hired when he is not so hired or does not answer when called by the number of his boat then and in any such case every such waterman so offending shall incur for every offence a penalty not exceeding forty shillings.

Penalty for
refusing to
take pas-
sengers in
boats.

334. If any waterman refuses to take any passenger to such place or places as he directs or unnecessarily delays any passenger by not bringing up his boat for the passenger to get into or continues at the stairs or causeway after such passenger is in his boat or does not proceed with due diligence and exertion and without wilful let or hindrance to such place or places as the said passenger lawfully directs then and in every such case

Penalty on
waterman
refusing or
delaying to
proceed as
directed.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. every waterman shall for every offence incur a penalty not exceeding forty shillings.

Penalty on demanding more than proper fare.

335. Every person who demands or takes for his labour in navigating any passenger boat on the Thames above Lower Hope Point more than the fare fixed by the Port Authority shall incur for each offence a penalty not exceeding forty shillings.

Penalty on waterman refusing name &c.

336. If any waterman refuses to permit any person to read or in anywise hinders any person from reading the name and number painted on any passenger boat or if any waterman refuses to tell his Christian name or surname or the number of his boat to any person who demands the same on being paid any fare or in answer to such demands gives a false name or number or makes use of any scurrilous or abusive language to any passenger or person then and in every such case every such waterman shall incur for every such offence a penalty not exceeding forty shillings.

Refusal to pay fare.

337. If any person refuses to pay any waterman the fare justly due to him for carrying such person in his boat such waterman may recover from the person so refusing the fare so due to him on application to a court of summary jurisdiction together with any sum which may be awarded to him by such court as reasonable satisfaction for his loss of time and costs.

Penalty for such refusal.

338. If any person refuses to pay any waterman the money demanded by him for carrying such person in his boat and refuses to give to such waterman upon demand his name or the name of his place of abode or instead thereof wilfully gives any false name or names for the purpose of preventing himself being summoned every person refusing to make such payment or to give his real name or the name of the place of his abode or giving any false or fictitious name or place of abode as aforesaid shall for every such offence incur a penalty not exceeding five pounds and such offender may thereupon be summoned and otherwise proceeded against not only for the recovery of the money justly due to such waterman and reasonable satisfaction for his loss of time and costs but also for enforcing the payment of the said penalty.

Constable not to take licensed man from craft until moored.

339. No constable or other officer shall by virtue of any warrant apprehend or take any licensed lighterman or waterman out of any passenger boat or lighter on which he may happen to be rowing or navigating until such passenger boat or lighter is

safely moored unless there are sufficient hands on board to row or navigate or take care thereof and notice of this provision shall be inserted on every warrant for the information of the constable or other officer who may have the execution thereof. A.D. 1920.

340. It shall be lawful for any male person above the age of twenty years who has not previously been bound an apprentice under the Watermen's and Lightermen's Amendment Act 1859 to contract in writing with any person authorised to take apprentices under that Act to serve such person in assisting to navigate a lighter or in assisting to work or navigate a steamboat upon the Thames. Contract of service.

341. Every such contract shall be in a form to be settled by byelaw of the Port Authority made under the powers contained in this Part of this Act and shall be entered in a book or books to be kept for that purpose and there shall be paid to the Port Authority on such registration by one or other of the parties to such contract the following fees namely on the registration of the first contract entered into by any person for such service on his part the like fee as is for the time being payable to the company on the binding of an apprentice and on the registration of any subsequent contract for such service on the part of the same person the like fee as is for the time being payable to the company on the assignment of indentures of apprenticeship. Form and registration of contract.

342. It shall be lawful for any person who has actually served under any such contract or contracts for the term of two years within the period of three years from the registration of the first of such contracts to apply to the Port Authority for a certificate authorising him to act as a lighterman or to work or navigate a steamboat according to the tenor of his contract and the Port Authority may from time to time by byelaw prescribe the qualifications to be possessed by applicants for such certificates and the conditions upon which such certificates are to be granted or renewed and may grant such certificates and such certificates shall be in such form as the Port Authority from time to time by byelaw determine There shall be paid to the Port Authority by every applicant for a certificate on the original grant thereof the sum of three pounds eleven shillings or such less sum as the Port Authority from time to time by byelaw determine and every certificate shall be renewable as a lighterman's licence under this Part of this Act and on payment of the same fee. Person having served under contract to be examined and if found competent to obtain certificate &c.

[Ch. clxxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
Lighterman's certificate may be revoked cancelled or suspended.

343. Every person holding a certificate as aforesaid from the Port Authority shall be liable to have the same revoked cancelled or suspended in case of any incapacity or misconduct in the same manner and as fully to all intents as is by this Part of this Act provided in the case of licensed freemen and apprentices.

Lighterman holding certificate subject to control of Port Authority.

344. Every person entering into any contract as aforesaid before obtaining a certificate as hereinbefore provided shall be subject and liable to the regulations and control of the Port Authority and after obtaining such certificate shall be subject to the regulations and control of the Port Authority and shall at all times be subject to the disqualifications and penalties imposed and declared by and to the provisions of this Part of this Act and the byelaws of the Port Authority for the time being in force hereunder as fully in every respect as if such person had been regularly bound an apprentice in the manner prescribed by the Watermen's and Lightermen's Amendment Act 1859 and had been granted a licence under any of the provisions of this Part of this Act and this Part of this Act and the said byelaws respectively shall be read and construed so as to include and apply to such persons accordingly.

Penalty for false statement on application for lighterman's certificate &c.

345. If any person with intent to obtain for himself or any other person the grant or renewal of a certificate from the Port Authority makes any false representation or statement knowing the same to be false or with like intent offers or utters to any person in the service of the Port Authority any false document knowing the same to be false he shall for every such offence be liable on summary conviction to a penalty not exceeding twenty pounds.

Power to vary provisions as to qualification of lighterman.

346 The Port Authority may by byelaw made under the powers of this Part of this Act vary the foregoing provisions of this Act with respect to the qualifications to be possessed by applicants for waterman's and lighterman's licences and certificates and the conditions on which such licences or certificates are to be granted or renewed.

Statutory declaration before registration of craft.

347. Whenever application shall be made to the Port Authority to register any craft not registered by or with them at the passing of this Act and for a certificate in respect thereof or to first renew after the passing of this Act the certificate of

registration of any craft registered by or with them at the passing of this Act and there shall be delivered to the Port Authority a statutory declaration relating to such craft according to the form in the Ninth Schedule to this Act or as near thereto as circumstances will admit and being made by any owner of such craft and stating the name of and the following particulars relating to such craft :—

- (A) The name and address of the owner or the names and addresses of the owners; and
- (B) The owner's number (if any);

then subject to the provisions of this Act the Port Authority unless they are satisfied that any statement in such declaration is incorrect shall as soon as may be thereafter and upon giving not less than four clear days' notice to the applicant ascertain the tonnage by measurement and the burden tonnage of such craft in accordance with the rules set forth in the Tenth Schedule to this Act and shall assign to such craft a distinctive number and if the owner or owners of such craft have not an owner's number shall assign to such owner or owners a distinctive number neither of such numbers being the same as that assigned by the Port Authority to any craft or to the owner or owners of any craft for the time being registered in accordance with the provisions of this Act as the case may be. Provided always that in the case of any craft now measured or to be measured in accordance with the rules of the Merchant Shipping Act 1894 the measurement so ascertained (evidenced by the certificate granted pursuant to that Act) multiplied by five-thirds shall be deemed to be the burden tonnage of such craft and it shall not be necessary to ascertain the tonnage thereof in accordance with the rules set forth in the Tenth Schedule to this Act.

348.—(1) The Port Authority shall cause the name of every craft the tonnage whereof shall have been ascertained as aforesaid to be registered in a book to be kept by them for that purpose together with the following particulars relating to such craft :—

Registra
tion of
craft.

- (A) The name and address of the owner or the names and addresses of the owners;
- (B) The owner's number;
- (C) The craft number;
- (D) The tonnage by measurement; and
- (E) The burden tonnage.

[Ch. clxxiii.] *Port of London (Consolidation) Act, 1920.* [10 & 11 GEO. 5.]

A.D. 1920. — (2) The same owner's number shall be registered in respect of every craft owned by the same owner or by the same owners.

Certificate of registration of craft.

349.—(1) The Port Authority shall issue to the owner or owners of every craft registered under this Act a certificate of such registration according to the form in the Eleventh Schedule to this Act or as near thereto as circumstances will admit and signed by the proper officer of the Port Authority in which certificate shall be stated the registered name of and the following registered particulars relating to such craft:—

- (A) The name and address of the owner or the names and addresses of the owners;
- (B) The owner's number;
- (C) The craft number;
- (D) The tonnage by measurement; and
- (E) The burden tonnage.

(2) Every certificate so issued shall be *primâ facie* evidence of the registration in accordance with the provisions of this Part of this Act of the craft therein referred to and of the registered name owner or owner's craft number owner's number tonnage by measurement and burden tonnage of such craft.

Craft not to be navigated unless certificate issued and particulars painted on craft.

350. No craft shall be worked or navigated within the Port of London unless—

- (1) A certificate relating to such craft shall be in force which shall have been issued in pursuance of this Act or some previous Act for the time being in force; and
- (2) The name of such craft and the name of the owner or the names of the owners of such craft and the owner's number and the craft number and (unless the tonnage of such craft by measurement ascertained pursuant to the rules of the Merchant Shipping Act 1894 be engraved on or affixed to such craft in manner directed by the Board of Trade) the tonnage of such craft by measurement ascertained pursuant to the rules set forth in the Tenth Schedule to this Act as respectively stated in the said certificate shall be painted or engraved on or affixed to such part of such craft in letters and figures of such size as and be so preserved and kept legible as the Port Authority may from time to time by byelaw prescribe:

Provided always that this section shall not apply to a craft navigating occasionally or exceptionally only within the limits of the Port of London. A.D. 1920.

351. Whenever application shall be made to the Port Authority to register any boat and for a licence in respect thereof and there shall be delivered to the Port Authority a statutory declaration relating to such boat according to the form in the Twelfth Schedule to this Act or as near thereto as circumstances will admit and being made by any owner of such boat and stating the name of and the following particulars relating to such boat:—

Statutory
declaration
before regis-
tration &c.
of boat.

(A) The name and address of the owner or the names and addresses of the owners; and

(B) The description of boat;

then subject to the provisions of this Part of this Act the Port Authority unless they are satisfied that any statement in such declaration is incorrect shall as soon as may be thereafter and upon giving not less than four clear days' notice to the applicant measure such boat and determine the number of persons which such boat is fit to carry determining the same by reference where applicable to the tables set forth in the Thirteenth Schedule to this Act and shall assign to such boat a distinctive number not being the same as that assigned by the Port Authority to any boat for the time being registered in accordance with the provisions of this Part of this Act.

352. The Port Authority shall cause the name of every boat the carrying capacity whereof shall have been ascertained by them in accordance with the provisions of this Part of this Act to be registered in a book to be kept by them for that purpose together with the following particulars relating to such boat:—

Registra-
tion of boat.

(A) The name and address of the owner or the names and addresses of the owners;

(B) The boat number;

(C) The description; and

(D) The number of persons which may be carried in such boat such number being the same as the Port Authority shall as in this Act provided have determined that such boat is fit to carry.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

Licence for
boat.

353.—(1) The Port Authority shall grant to the owner or owners of every boat registered under this Part of this Act a licence according to the form in the Fourteenth Schedule to this Act or as near thereto as circumstances will admit and signed by the proper officer of the Port Authority in which shall be stated the registered name and the following registered particulars relating to such boat:—

- (A) The name and address of the owner or the names and addresses of the owners;
- (B) The boat number;
- (C) The description; and
- (D) The number of persons which may be carried in such boat.

(2) Every licence so granted shall be *primâ facie* evidence of the registration in accordance with the provisions of this Act of the boat therein referred to and of the registered name owner or owners boat number and class of such boat and of the number of persons which may be carried in such boat.

Accommo-
dation of
boat to be
considered.

354. In considering the fitness of a craft or boat for carrying goods or persons for the purposes of this Part of this Act the Port Authority shall take into consideration the condition as respects accommodation sanitary arrangements and otherwise of the craft or boat having regard to the purposes for which the craft or boat is to be employed.

Boat not to
be used un-
less licence
granted and
particulars
painted on
boat.

355. No boat shall be let for hire or engaged in carrying persons within the Port of London unless—

- (1) A licence shall be in force relating to such boat which shall have been granted in pursuance of this Act or some previous Act for the time being in force; and
- (2) The name of such boat and name of the owner or the names of the owners of such boat and the boat number of such boat and the number of persons which may be carried in such boat as respectively stated in the said licence shall be painted or engraved on or affixed to such part of such boat as and in such manner as and be so preserved and kept legible as the Port Authority may from time to time by byelaw prescribe.

356. No owner or owners shall have two craft or boats of the same name. A.D. 1920.

357. For the purpose of enabling the Port Authority pursuant to this Act to ascertain the tonnage by measurement of any craft or determine the number of persons any boat is fit to carry such craft or boat shall on the expiration of the notice given as aforesaid in respect of such craft or boat or at any time within two days thereafter be produced for measurement by the officers or servants of the Port Authority at the usual waterside place of business of the owner or owners of such craft or boat by the applicant receiving such notice. If such place of business does not appear from the statutory declaration relating to such craft or boat delivered as aforesaid it shall be the duty of the said applicant to notify such place to the Port Authority. Names of
craft.
Production
of craft for
measure-
ment.

In any case in which a body corporate shall own wholly or in part any craft or boat any duly authorised officer of such body may instead of such body make any such statutory declaration as in this Part of this Act mentioned with respect to such craft or boat.

358. It shall be lawful for all or any of the officers and servants of the Port Authority authorised generally or in any particular case by the Port Authority to enter upon or into inspect measure survey or examine any craft or boat at all reasonable times and from time to time to enter upon or into any craft or boat for the purpose of inspecting measuring surveying and examining the same and the owner or owners of such craft or boat shall afford to such officers and servants all reasonable facilities for so entering upon or into inspecting measuring surveying and examining such craft or boat. Every person who shall act in contravention of the provisions of this section or shall prevent obstruct or hinder any such officer or servant from or in so entering upon or into inspecting measuring surveying or examining any craft or boat shall for every such offence be liable to a penalty not exceeding forty shillings. Power to
inspect &c.
craft and
boats.

359. If the Port Authority after receiving and considering a report from any of their officers or servants authorised generally or in any particular case by the Port Authority to examine and who shall have examined any craft or boat and after hearing the owner or owners thereof are of opinion that such craft or Power to
refuse regis-
tration of
craft and
boats and
revoke certi-
ficates and
licences.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. boat is not fit to be used for carrying goods or persons as the case may be the Port Authority may refuse to register such craft or boat or may revoke any certificate or licence relating to such craft or boat theretofore issued or granted in pursuance of the provisions of this Part of this Act Any owner deeming himself aggrieved by any such refusal or revocation may appeal therefrom to the Board of Trade and if the Board of Trade decide that such refusal or revocation is unreasonable the Port Authority shall forthwith register such craft or boat or re-issue or re-grant such certificate or licence as the case may be and such costs of the successful party to the appeal as the Board of Trade shall direct shall be paid such party by the unsuccessful party to such appeal.

Amendment
and revoca-
tion of cer-
tificate and
licence.

360. At any time if satisfied that any certificate relating to any craft or any licence relating to any boat issued or granted in pursuance of the provisions of this Part of this Act states inaccurately particulars relating to such craft or boat as the case may be the Port Authority may call in such certificate or licence and amend and re-issue or re-grant the same or revoke the same and issue or grant a new certificate or new licence as the case may be instead thereof When and so often as the Port Authority so amend any certificate or licence or issue or grant any new certificate or licence they shall correct if inaccurate the particulars relating to the craft or boat to which such certificate or licence relates registered by them in pursuance of the provisions of this Part of this Act.

Alteration
of carrying
capacity of
craft or
boat.

361.—(1) If at any time any craft in respect of which a certificate shall have been issued under this Part of this Act shall be altered so as to affect the tonnage by measurement of such craft or if at any time any boat in respect of which a licence shall have been granted under this Part of this Act shall be altered so as to affect the number of persons which such boat is fit to carry every certificate or every licence before the making of such alteration granted in respect of such craft or boat as the case may be shall as from the time of the making of such alteration cease to be in force and every registration before the making of such alteration made under this Part of this Act in respect of such craft or boat as the case may be shall as from the time of making such alteration be deemed to have been cancelled.

(2) In every case where by the operation of the provisions of this section any certificate or licence shall cease to be in force and any registration shall be deemed to have been cancelled application may again be made to the Port Authority to register the craft and for a certificate in respect thereof or to register the boat and for a licence in respect thereof as the case may be and any such application if a statutory declaration be delivered to the Port Authority in connexion therewith as in the case of an original application shall be dealt with and acted upon by the Port Authority in like manner as if it were an original application.

A.D. 1920.

362.—(1) Whenever application shall be made to the Port Authority under any statutory provisions in that behalf to register or to renew the certificate of registration of any craft which is designed or fitted or likely to be used for the purpose of the conveyance of frozen or chilled produce or any craft which is fitted designed or intended or likely to be used for the purpose of the conveyance of any goods or merchandise requiring special stowage accommodation for their proper preservation or for the prevention of danger to persons or other goods on or in the vicinity of such craft the Port Authority may require the person making such application to satisfy the Port Authority in such manner as the Port Authority may require that such craft is fit and suitable for use for such purpose and the Port Authority may in default of their being so satisfied refuse to register or to renew the certificate of registration of such craft :

Registration
of craft used
for special
purposes.

Provided always that the fees payable by the owner of any craft for the conveyance of frozen or chilled produce for any survey and certificate required by the Port Authority for the purpose of satisfying them that the craft is so fit and suitable as aforesaid shall not exceed in any year in respect of each craft the fees following (that is to say):—

Upon the first survey of any craft of less weight carrying capacity or burden tonnage than forty tons - - - Two guineas.

Upon the first survey of any craft of weight carrying capacity or burden tonnage of forty tons and upwards - - Three guineas.

For each subsequent periodical survey - One guinea.

(2) If the Port Authority shall at any time be satisfied that any craft which has been registered or the certificate of

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. registration whereof has been renewed by the Port Authority under any such statutory provisions is or has become unfit or unsuitable for the purpose for which the same is used or for which it is fitted designed or intended or likely to be used and shall so state by a notice sent by registered post and addressed to the owner of such craft at the address of such owner as appearing in the books of the Port Authority relating to such registration or certificate then as from the giving of such notice every certificate granted by the Port Authority under such statutory provisions in respect of such craft shall cease to be in force and every registration thereunder in respect of such craft shall be deemed to have been cancelled.

(3) Any person who considers himself aggrieved by any such requirement or by any such refusal of the Port Authority to register any such craft or to renew any such certificate of registration or by the giving of any such notice by the Port Authority may on giving to the Port Authority four days' previous notice in writing of his intention so to do appeal to the Board of Trade within fourteen days after such requirement refusal or the giving of such notice and the Board of Trade may confirm such requirement refusal or notice or direct the Port Authority to register or to grant a certificate of renewal of registration of such craft or to withdraw their requirement or notice and the Port Authority shall thereupon give effect to any such direction.

Penalty for navigating craft or using boat contrary to Act.

363. If any craft shall be worked or navigated in contravention of the provisions of the section of this Act whereof the marginal note is "Craft not to be navigated unless certificate issued and particulars painted on craft" or if any boat shall be let for hire or engaged in carrying persons in contravention of the provisions of the section of this Act whereof the marginal note is "Boat not to be used unless licence granted and particulars painted on boat" the owner or owners of such craft or boat as the case may be shall for every such offence be liable to a penalty not exceeding five pounds.

Penalty where fictitious particulars exhibited on craft or boat.

364. If at any time any person shall knowingly paint engrave or affix on or to any craft or shall work or navigate within the Port of London any craft on or to which to his knowledge is painted engraved or affixed any name craft number owner's number or statement as to tonnage not being a name

craft number owner's number or statement of tonnage corresponding to a certificate relating to such craft issued in pursuance of this Part of this Act and for the time being in force or shall knowingly paint engrave or affix on or to any boat or shall let for hire or engage in carrying persons within the Port of London any boat on or to which to his knowledge is painted engraved or affixed any name boat number or statement of the number of persons which may be carried therein not being a name boat number or statement of the number of persons which may be carried therein corresponding to a licence relating to such boat granted in pursuance of this Part of this Act and for the time being in force such person shall for every such offence be liable to a penalty not exceeding ten pounds.

A.D. 1920.

365.—(1) Every certificate issued in pursuance of the provisions of this Part of this Act in respect of any craft shall remain in force for one year only from the date thereof unless renewed from time to time but no such renewal shall be for more than one year. Provided that in order to make the certificates relating to several craft owned by the same owner or owners renewable at the same time any such certificate shall if such owner or owners so desire be expressed to be in force for such period (being less than one year) only from the date thereof unless renewed from time to time as shall make it first renewable at the time required and such certificate shall remain in force for such period only unless renewed as aforesaid.

Certificates to be renewed annually and licences triennially.

(2) Every licence granted in pursuance of the provisions of this Part of this Act in respect of any boat shall remain in force for three years only from the date thereof unless renewed from time to time but no such renewal shall be for more than three years.

366. If at any time a statutory declaration stating that any certificate or licence issued or granted in pursuance of the provisions of this Part of this Act has been lost or destroyed shall be made and delivered to the Port Authority they shall issue or grant a duplicate of the certificate or licence as the case may be so lost or destroyed to the person who is entitled to the certificate or licence so lost or destroyed.

Duplicate certificates or licences.

367. Upon any change of ownership of any craft or boat any certificate or licence relating to such craft or boat shall thereupon cease to be in force.

Effect of change of ownership.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
Change of address.

368. The owner of any craft or boat registered in accordance with the provisions of this Act or of any previous Act for the time being in force who shall change his address shall forthwith notify the Port Authority of such change and the Port Authority on receipt of such notice shall amend the register and any certificate relating to such craft or boat accordingly.

Registration of craft on permanent hire.

369. In every case of the letting out of craft on permanent hire the hirer shall if he so desire be registered by the Port Authority as permanent hirer of such craft and his name and address entered in the books accordingly.

Byelaws relating to watermen &c.

370. The Port Authority are hereby empowered from time to time to make alter amend and repeal byelaws for the government and regulation of watermen and lightermen and for carrying into effect the objects of this Act so far as affecting watermen and lightermen and the registration regulation and licensing of craft and boats and the several powers and authorities by this Part of this Act vested in the Port Authority in that behalf and for prescribing the fees which may be charged and taken by the Port Authority (which fees the Port Authority are hereby authorised to take) in respect of the following matters:—

- (1) Measuring and registering any craft and issuing certificates of such registration;
- (2) Registering any change of address of any owner of any craft;
- (3) Renewing any certificate relating to any craft;
- (4) Issuing any duplicate of any lost or destroyed certificate relating to any craft;
- (5) Registering the name and address of any permanent hirer of any craft;
- (6) Registering any boat and granting any licence relating to such boat;
- (7) Renewing any licence relating to any boat;
- (8) Granting any duplicate of any lost or destroyed licence relating to any boat;
- (9) Regulating the equipment of craft or any class of craft navigated within the limits of the Port of London; and
- (10) Defining and varying the qualifications required for a lighterman's or waterman's licence or certificate and

the conditions on which such licences or certificates are to be granted and renewed; A.D. 1920.

with power to annex reasonable penalties and forfeitures for the breach of such byelaws respectively not exceeding the sum of five pounds for any one offence :

Provided always that no such byelaw shall authorise the grant of a lighterman's or waterman's licence or certificate to a person who has not for a period of at least two years been engaged in working on a craft or passenger boat in the Port of London.

371. The fees which may be imposed under the last preceding section in respect of the registration or licensing of craft or the renewal of any registration or licence shall not exceed the following amounts (namely) :-- Fees for registration of craft.

For every steam tug six pounds ;

For every lighter barge or other like craft for carrying goods other than a steam barge canal barge or canal boat a sum equal to one shilling for every ton of the tonnage thereof ;

For every steam barge two pounds and in addition a sum equal to one shilling for every ton of the tonnage thereof ;

For every canal barge one pound ;

For every canal boat seven shillings and sixpence ;

For a duplicate of any certificate lost or destroyed five shillings ;

For registering the address of a permanent hirer of any one craft one shilling :

In this section—

The expression “ steam tug ” means any vessel propelled by steam or any other motive power used for the purpose of towing ships lighters barges or other like craft for carrying goods or rafts or floats of timber but does not include a steam barge ;

The expression “ steam barge ” means a lighter barge or other like craft for carrying goods propelled by mechanical power ;

The expression “ canal barge ” means a lighter or barge having a beam exceeding seven feet three inches and

[Ch. clxxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

not exceeding fourteen feet nine inches and employed in trading on canals communicating with the Thames; The expression "canal boat" means a lighter or barge having a beam not exceeding seven feet three inches and employed in trading on canals communicating with the Thames;

The word "tonnage" means tonnage by measurement ascertained according to the rules given in the Tenth Schedule to this Act when applied to vessels not registered under the provisions of the Merchant Shipping Act 1894 and when applied to vessels so registered means the registered tonnage appearing in the register of such vessel.

Saving for
Trinity
House.

372. Nothing in this Part of this Act shall subject any mariner or seafaring man licensed by the Trinity House or any of the men employed by the Trinity House to the provisions of this Part of this Act relating to watermen and lightermen or to any penalty imposed thereby.

Saving for
manor of
Gravesend.

373. Nothing in the provisions of this Act relating to watermen and lightermen shall take away abridge hinder or otherwise impeach any right belonging to or lawfully claimed by the lord of the manor of Gravesend his heirs executors administrators or assigns for the holding of a certain court within the said manor called Curia Cursus Aquæ or the Court of the Watercourses or any right liberty power and privileges whatsoever belonging to the lord of the said manor his heirs executors administrators and assigns.

Saving for
Gravesend
and Milton.

374. Nothing in this Part of this Act shall take away abridge hinder or impeach any grant liberty franchise custom or usage now or heretofore lawfully used held or enjoyed by the mayor aldermen and councillors of the borough of Gravesend and the capital inhabitants of Gravesend and Milton in the county of Kent.

Saving for
ferry
owners.

375. Nothing in this Part of this Act shall prejudice or affect the rights and privileges to which the owner or owners of a ferry or ferries over or across the Thames are now entitled by law.

Saving for
Grand Junction
Canal.

376. Nothing in this Part of this Act shall apply to any craft whilst on any part of the canal of the company of proprietors

of the Grand Junction Canal or interfere with lessen or abridge the rights and privileges of the said company or any of their officers or any person using the said canal with respect to the navigation of such canal or the craft used thereon or in anywise relating thereto. A.D. 1920.

377. Nothing in this Part of this Act shall take away or affect any rights privileges or exemptions actually enjoyed at the time of the passing of this Act by owners of barges or other craft passing along the River Lee and its branches into or from or along the Thames or affect the persons employed in such barges or craft. Saving for craft passing along River Lee.

PART VII.

PROVISIONS RELATING TO PARTICULAR PARTS OF THE DOCKS AND WORKS.

378. The Port Authority shall maintain and keep in perpetual repair and in their present form and condition the works following (namely):— Maintenance of specified works.

At the London and St. Katharine Docks—

- (1) The swing bridge over the Wapping Entrance Lock;
- (2) The footpaths over the outer and inner lock gates of the said Wapping Entrance Lock;
- (3) The pathways from Wapping Street to the said lock gates;
- (4) The bridge across the entrance to the Hermitage Basin;
- (5) The swing bridge across the cut between the Tobacco Dock and Eastern Dock known as Old Gravel Lane Swing Bridge;
- (6) The footbridge over the cut between the Tobacco Dock and the Eastern Dock;
- (7) The footways leading to the said footbridge from Old Gravel Lane;
- (8) The shelters for the protection of foot passengers on the north and south sides of the said cut between the Tobacco Dock and Eastern Dock;
- (9) Two hydraulic capstans for hauling vessels through the said cut;

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

- (10) The bridge over Shadwell Old Entrance into Shadwell Old Basin;
- (11) The bridge over St. George's Lock carrying New Gravel Lane;
- (12) The New Gravel Lane Swing Bridge over the cut between Shadwell New Basin and Eastern Dock;
- (13) The swing bridge over Shadwell Lower Entrance Lock into Shadwell New Basin;
- (14) The swing bridge over the entrance to the St. Katharine Docks:

At the Victoria and Albert Docks—

- (15) The footway over the outer lock gates of the upper entrance to the basin of the Royal Albert Dock from Galleons Reach;
- (16) The footway over the outer lock gates of the lower entrance to the basin of the Royal Albert Dock and the approaches thereto across the premises of the Port Authority;
- (17) The footbridge over the cut between the Royal Albert Dock and the basin;
- (17A) The swing bridge carrying North Woolwich Road over the entrance to the tidal basin of the Royal Victoria Dock;
- (17B) The swing bridge carrying Connaught Road over the passage between the Royal Victoria Dock and the Royal Albert Dock:

At the Millwall Docks—

- (18) The swing bridge carrying West Ferry Road over the Millwall Dock entrance;
- (19) The brick-lined culvert under the Millwall Entrance Lock:

At the Surrey Commercial Docks—

- (20) The culverts under the Surrey Lock entrance and the Lavender Lock entrance;
- (21) The swing bridge over the entrance to the Surrey Lock known as the Surrey Lock Bridge;
- (22) The movable bridge over the Lavender Lock known as the Lavender Lock Bridge;

[10 & 11 GEO. 5.] *Port of London (Consolidation) [Ch. clxxiii.]*
Act, 1920.

- (23) The movable footbridge over the Greenland Lock entrance known as the Greenland Lock Bridge; A.D. 1920.
- (24) The movable footbridge over the South Lock known as the South Lock Bridge;
- (25) The swing bridge over the cut between the Norway Dock and the Lady Dock known as the Lady Dock Bridge;
- (26) The swing bridge over the cut between the Russia Dock and Greenland Dock known as the Russia Dock Bridge;
- (27) The swing bridge over the cut between the Canada Dock and the Greenland Dock known as the Canada Dock Bridge;
- (28) The bridge carrying Plough Road over the Surrey Canal known as Plough Road Bridge;
- (29) The platforms and conveniences connected with the said bridges :

Provided that subject to the provisions of this Act the public shall at all times have free and uninterrupted use of all bridges footways footpaths and pathways in this section referred to except so far as may be necessary for the purposes of the maintenance and repair of such bridges footways footpaths and pathways and of the working of the undertaking :

Provided that any such work may at any time be abandoned stopped up removed or altered with the consent in writing first obtained of the proper authority or authorities :

Provided also that the liability of the Port Authority in regard to the bridge over St. George's Lock carrying New Gravel Lane (No. 11) shall cease and determine when and so soon as the same shall have been removed under the provisions of the Port of London Act 1917 which are saved by this Act.

379. The line of railway upon the swing bridge carrying North Woolwich Road over the entrance to the tidal basin of the Royal Victoria Dock shall be used for the passage of goods in waggons or trucks drawn and propelled by horses or locomotives or any other means so as not to interfere with or interrupt the use of the docks or the lock connected therewith as regards the passage of vessels into or out of the said dock.

As to swing bridge over Victoria Dock entrance.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
As to Con-
naught
Road
Bridge.

380. The swing bridge carrying Connaught Road over the passage between the Royal Victoria Dock and the Royal Albert Dock shall be maintained by the Port Authority in such a manner that fifteen feet of the width of such bridge shall at all times be appropriated to the road and the Port Authority shall at all times continue to permit such swing bridge and the roadway thereon to be used free of charge by the public in connexion with any road or roads which may communicate or be thereafter made to communicate therewith and shall at all times maintain such roadway in good repair and condition. Provided always that the said swing bridge shall be kept closed except when required to be opened for dock traffic. And provided also that any lines of railways or sidings for traffic of all descriptions may from time to time be laid altered maintained and used by the Port Authority along and across the said Connaught Road upon the level thereof. Any difference between the Port Authority and the road authority as to the user of the said bridge or otherwise arising under this section shall be determined by an arbitrator to be appointed on the application of either party by the Ministry of Transport and the decision of the arbitrator shall be final and conclusive and the costs of the arbitration shall be in his discretion.

As to open-
ing of cer-
tain bridges.

381. The bridges numbered 18 and 21 to 27 inclusive in the last preceding section of this Act shall not be opened for the passage of barges for fifteen minutes prior to calling on time for labour in the morning as declared from time to time by the Port Authority nor for fifteen minutes following the hour from time to time fixed by the Port Authority for ceasing work for dinner.

No one of the said bridges shall remain open for more than twenty-five minutes at any one time and no such bridge after the same has been closed shall again be opened when any foot passengers or vehicles shall be waiting to pass over the same until the expiration of ten minutes after the same shall have been so closed.

As to work-
ing of Old
Gravel Lane
swing
bridge.

382. The carriage bridge No. 5 and the footbridge No. 6 shall not both be allowed to be open at the same time except in case of an unavoidable necessity and then only for such a length of time as shall be rendered necessary by such unavoidable necessity. The swing bridge No. 5 may be from time to time open for the passage of vessels through the said cut provided that the said bridge shall not be permitted to remain

open so that the passage over the same may be prevented or hindered beyond the space of twenty-five minutes at any one time and only during such space when necessary and immediately after the expiration of such twenty-five minutes the bridge shall be properly closed and shall not be again open when any foot passengers or vehicles shall be wanting to pass over the same until the expiration of fifteen minutes after the same shall have been so closed. A.D. 1920.

383. The public shall not be entitled to use the footbridge over the cut between the said Tobacco Dock and Eastern Dock so long as the carriage bridge carrying Old Gravel Lane across the said cut shall be available for traffic. The Port Authority shall maintain a lamp under each of the said shelters on the north and south sides of the said cut and at each end of the said footbridge and each lamp shall be lighted and kept alight for the use of foot passengers using the footbridge after dark. Use of foot-
bridge over
cut between
Tobacco and
Eastern
Docks.

384. The Port Authority shall to the satisfaction of the surveyor for the time being of the council for the metropolitan borough of Stepney at all times maintain in a good and efficient state of repair and properly light and watch the swing bridge over the entrance to the St. Katharine Docks from the River Thames and the present dimensions and the inclination of such bridge shall not be altered without the previous consent in writing of the said council and such bridge shall be kept closed so that the passing of traffic over the same may not be interrupted except when it shall be necessary that the bridge shall be opened to allow of the passage of any vessel through the cut or entrance. Provided always that the said bridge shall not remain open for a longer time than shall be necessary for the passing of any vessel and at no time for more than twenty-five minutes. If the Port Authority permits such bridge to be open contrary to the provisions of this section or if they fail to light and watch such bridge they shall for every such offence forfeit to the said council any sum not exceeding ten pounds. Lighting
and use of
swing bridge
over St.
Katharine
Dock en-
trance.

385. The outer gates of the upper and lower entrances to the basin of the Royal Albert Dock shall be at all times closed so as to allow the free passage thereover of foot traffic by the said footways Nos. 15 and 16 save and except only during the influx of water at or about high water at or about spring tides and when it may be necessary from time to time to open the Closing of
outer gates
of Albert
Dock en-
trances.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. gates to allow the passage of vessels and the said gates shall be immediately afterwards again closed and not reopened until the before-mentioned necessity therefor shall arise and all due diligence shall be used in the passing of such vessels so as to ensure the closing of the gates without any unnecessary delay Provided that this section shall cease to be operative in the event of the said footways being lawfully closed to the public.

Manor Way
swing bridge
at Royal
Albert Dock.

386. The Manor Way swing bridge at the Royal Albert Dock shall be at all times closed so as to allow the free passage thereover of traffic of all kinds save and except only when it may be necessary from time to time to open the bridge to allow of the passage of ships or vessels and the bridge shall be immediately afterwards again closed and not re-opened until the before-mentioned necessity therefor shall arise and all due diligence shall be used in the passing of such ships or vessels so as to ensure the closing of the bridge without any unnecessary delay Except as aforesaid the said bridge shall be under the control and management of the Port Authority The Port Authority shall be at liberty to lay down and maintain and from time to time to alter repair and renew on the said bridge and the approaches thereto and to use with carriages and waggons and their officers and servants for all purposes of their dock traffic of whatever description a single line of tramway and with the consent in writing of the London County Council a second line of tramway with all necessary and convenient points signals works and conveniences connected therewith respectively but every such tramway shall be constructed and at all times maintained so as not to interfere with the ordinary vehicular traffic passing over the said bridge.

Regulating
opening
of Manor
Way swing
bridge.

387. The said Manor Way swing bridge shall not be opened so as to allow the passage at any one time of more than one large vessel with its attendant tug or tugs through the cut except when danger to shipping would be caused by the closing of such bridge immediately after the passage through the said cut of any such large vessel with its attendant tug or tugs and the said bridge shall not be open at any one time so as to allow the passage through the said cut of tugs (not being attendant at the time upon a large ship) or barges or other small craft for more than fifteen minutes.

A.D. 1920.

388. The said bridge shall be provided by the Port Authority with sufficient lights and warning lights to the satisfaction of the council of the metropolitan borough of Woolwich.

Lighting of Manor Way swing bridge.

389. The footbridge over the cut between the Royal Albert Dock and the basin shall be maintained and kept in repair by the Port Authority to the reasonable satisfaction of the council of the metropolitan borough of Woolwich and of the council of the county borough of East Ham. Such bridge shall be available for the use of foot passengers whenever the said Manor Way swing bridge shall be closed to road traffic except only at such times as it may be necessary to swing the same for the passage of vessels through the cut between the Royal Albert Dock and the basin.

Maintenance of footbridge at Royal Albert Dock.

390. The said swing bridge over the Millwall Dock entrance shall be maintained to the reasonable satisfaction of the surveyor for the time being of the council for the metropolitan borough of Poplar and any difference which may at any time arise between him and the Port Authority shall at the expense of the Port Authority be referred to an engineer or surveyor to be appointed on the application of any party by the Minister of Transport.

Maintenance of swing bridge over Millwall Dock entrance.

391.—(1) The provisions of any Metropolitan Building Act from time to time in force do not extend or apply to any building at the Millwall Docks but the provisions of this subsection shall not extend to any building on any area which may be hereafter added to the Millwall Docks.

Metropolitan Building Acts not to apply to Millwall Dock.

(2) Save as aforesaid nothing in this Act shall exempt the Port Authority from the provisions of the London Building Acts 1894 to 1915 and any Act amending the same and any byelaws and regulations in force thereunder except so far as the same are varied by and for the purposes of the provisions of the Port of London Act 1917 which are saved by this Act but nothing in this section shall deprive the Port Authority of any exemption enuring for their benefit and contained in any of the said Acts.

392. The said bridges Nos. 21 22 24 and 25 at the Surrey Commercial Docks or approaches thereto shall not be altered so as to make the same of less width or steeper gradient than

Alteration of bridges at Surrey Docks.

[Ch. clxxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. at present except by agreement with the council for the metropolitan borough of Bermondsey and the portions of the said bridges now appropriated to the public as footway or carriage road or fenders to the carriage road shall continue so appropriated subject to the provisions of this Act.

Provision
for repair of
bridges at
Surrey
Docks.

393. If and whenever the Port Authority think it requisite for the purpose of making repairing improving restoring or rebuilding any bridge or other work forming part of the Surrey Commercial Docks to break up any street they may do so in the manner and under such conditions as are expressed with respect to the breaking up of streets for the purpose of laying pipes in the clauses in that behalf of the Waterworks Clauses Act 1847 and those clauses shall accordingly extend to the breaking up of streets for the purpose of making repairing improving restoring or rebuilding any such bridge or other work.

As to cross-
ing of
Plough Road
by tram-
way.

394. The Port Authority may maintain and from time to time repair and renew and may use the existing crossings of Plough Road by the tramways of the Port Authority and at each crossing the top of the rails shall be upon a level with the surface of such road or the rails shall be countersunk and the Port Authority shall at all times maintain good and sufficient gates across the said tramway on each side thereof at each such crossing and shall employ proper persons to open and shut such gates and such gates shall be kept constantly closed across the tramway except when engines or carriages passing along the same shall have occasion to cross such road and such gates shall continue to be of such dimensions and so constructed as when opened to fence in the tramway and prevent cattle or horses passing along the road from entering upon the tramway and the person entrusted with the care of such gates shall cause the same to be closed as soon as such engines or carriages shall have passed through the same under a penalty of forty shillings for every default therein.

As to junc-
tion with
London
Brighton
and South
Coast Rail-
way. ¶

395. The Port Authority may maintain and use the existing junction of the tramway of the Port Authority with the Deptford branch of the London Brighton and South Coast Railway and such junction and all openings in the ledges or flanches of such branch railway necessary or convenient for

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

such junction shall be maintained and kept in order and repair by and at the expense of the Port Authority. A.D. 1920.

396. The Port Authority shall maintain a lamp at each end of each of the said bridges Nos. 21 22 24 and 25 at the Surrey Commercial Docks and one such lamp as close as conveniently may be to one end of each such platform and each lamp shall be lighted and kept alight from sunset to sunrise throughout the year. Lamps to be maintained at bridges and platforms at Surrey Docks.

397. No vessel shall without the consent of the Port Authority pass along the Surrey Canal or any part thereof at any time other than the following times (to wit):— Time at which vessels may use Surrey Canal.

In November December January and February between the hours of five in the morning and ten in the evening in the other months in the year between the hours of four in the morning and twelve at night.

398. If the owner or master of any vessel shall load or unload her or permit her to be loaded or unloaded in the Surrey Canal or any part thereof without first laying a stage from the vessel to the bank so as effectually to prevent any part of the cargo from falling into the canal every person so offending shall for every such offence be liable to a penalty not exceeding five pounds. Penalty for loading or unloading in Surrey Canal without a stage.

399. If any vessel navigating the Surrey Canal or any part thereof be overloaded or so loaded as that any part of the cargo lies over the side of the vessel or that such vessel or the cargo in any way obstructs the passage of any other vessel and the owner or master of the vessel so overloaded or loaded do not immediately obviate such obstruction every person so offending shall for every such offence be liable to a penalty not exceeding two pounds. Penalty for overloading or so loading a vessel as to obstruct Surrey Canal.

400. If any person place any vessel in the Surrey Canal or any part thereof not being moored at each end or so navigate or place any vessel thereon as to obstruct the navigation thereof and do not immediately upon request by the canal ranger or other proper officer of the Port Authority moor her at both ends or (as the case may be) alter her position or stop and secure her every person so offending shall for every such offence be liable to a penalty not exceeding five pounds and a further Penalty for obstructing Surrey Canal.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — sum not exceeding two pounds for every hour during which the default continues after such request and the Port Authority may remove any vessel so unmoored or obstructing the navigation and if necessary may unload her and may seize any such vessel and her cargo and detain the same until the costs of such removal unloading seizure and detention be paid.

Penalty for floating timber or rowing vessels without leave on Surrey Canal.

401. If any person without the previous licence of the Port Authority float trail or row any timber or row or propel any vessel with oars or by setts or poles upon the Surrey Canal or take any water from the canal or use any nets or other device for catching fish therein every person so offending shall for every such offence be liable to a penalty not exceeding forty shillings.

Penalty for not properly managing locks &c. of Surrey Canal.

402. If any person navigating or having the care of any vessel upon the Surrey Canal or any part thereof in passing through any lock thereon suffer the water to remain in the lock longer than is necessary for the passage of the vessel through the lock or if any such person in going down the Surrey Canal do not before bringing the vessel into any lock shut the lower gates of the lock and the sluices thereof before drawing the cloughs of the upper gates thereof or do not forthwith after bringing the vessel through the lock shut the upper gates before drawing the cloughs of the lower gates thereof or if any such person in going up the canal do not forthwith after bringing the vessel through any lock shut the upper gates of the lock before drawing the clough of the lower gates thereof unless there then be a vessel coming down the canal and in his sight and in such case do not leave the lower gates of the lock shut and the upper gates thereof open or if any such person in passing through or out of any lock do not conform to the directions of the lock-keeper every person so offending shall for every such offence be liable to a penalty not exceeding forty shillings.

Penalty for improperly opening locks &c. of Surrey Canal.

403. If any person wantonly or unnecessarily open or cause to be opened any lock gate paddle valve or clough belonging to the Surrey Commercial Docks or suffer any vessel to strike or run upon any of the bridges or locks thereof or wilfully flush or draw off or cause to be flushed or drawn off water from any part of the works or leave any such valve or clough open and running after any vessel has passed any lock belonging to the same or draw or cause to be drawn any paddle valve or

clough in any such lock or gate so as to waste or mis-spend the water thereof or wilfully prevent or obstruct any person employed in the execution of this Act every person so offending shall for every such offence be liable to a penalty not exceeding twenty pounds. A.D. 1920.

404. Every person opening for the purpose of permitting the passage of a vessel along the Surrey Canal any swivel bridge or drawbridge (not being a bridge erected for the private use of any owner of any land) over or across any part of the Surrey Canal lying southward of the present canal lock in the parish of Saint Mary Rotherhithe shall so soon as any such vessel has passed the bridge shut and fasten the bridge and every person neglecting so to do or wilfully opening any such bridge when no vessel is to pass through the same shall for every such offence be liable to a penalty not exceeding twenty shillings and if any such bridge by the neglect or carelessness of any person belonging to any vessel be left open longer than necessary for the passage of the vessel then the master or owner of the vessel shall for every such offence be liable to a penalty not exceeding forty shillings. Penalty for not shutting swivel and draw bridges at Surrey Canal.

405. The Port Authority may from time to time for the purposes of their undertaking on any lands acquired or hereafter to be acquired by them for those purposes lay down erect construct and maintain such and so many mains pipes erections and apparatus as they may deem necessary or convenient. Power to construct mains &c.

406. The Port Authority may from time to time and upon such conditions as they may prescribe supply water to the shipping frequenting their docks and may demand and take for any such supply such reasonable sums as they think fit. Power to supply water to shipping.

407. The Port Authority may from time to time supply water to all houses and tenements in the occupation of or intended to be occupied by any of the officers or servants of the Port Authority built or to be built upon any land belonging to the Port Authority but as regards houses tenements and hereditaments within the limits of the South Essex Waterworks Company or the Metropolitan Water Board only with the consent in writing of the South Essex Waterworks Company or the Metropolitan Water Board as the case may be. Power to supply water to houses.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920; Port Authority not to be a water company. **408.** Nothing in this Act shall extend to constitute the Port Authority a water company as defined by section 4 of the Public Health Act 1875 or be construed to authorise the Port Authority to supply or use water for any purposes other than the purposes by this Act specified or such purposes as are necessarily incidental to the business of the Port Authority as carried on at their docks.

Power for Port Authority to make agreements with certain railway companies. **409.** It shall be lawful for the Port Authority on the one hand and the Great Eastern Railway Company the London and North Western Railway Company the North London Railway Company the Great Northern Railway Company the Midland Railway Company and the Great Western Railway Company or either of them on the other hand to enter into agreements with respect to the rates and charges to be levied by the Port Authority upon railway traffic using the docks and works of the Port Authority and as to the making of any through rates and charges and the division and apportionment thereof and as to the facilities to be afforded to such traffic to and at such docks and works and as to the use by the said railway companies of the railways tramways jetties and other conveniences at the said docks and works.

Railway companies to use certain dock railways free of charge. **410.** It shall be lawful for the Great Eastern Railway Company and the London and North Western Railway Company the North London Railway Company the Great Northern Railway Company the Midland Railway Company and the Great Western Railway Company respectively with their carriages waggons and servants to use free of charge the railways tramways and other conveniences at the London Docks the Royal Victoria Dock and the Royal Albert Dock so as to enable them to convey goods and other traffic to and from the shipping there subject only to such reasonable rules and regulations as the Port Authority may find it necessary in the public interest to make and the Port Authority shall provide space at the Victoria and Albert Docks for the offices of the London and North Western Railway Company the North London Railway Company the Great Northern Railway Company the Midland Railway Company and the Great Western Railway Company for clerks and for storage of sheets ropes and other necessary articles required by the said railway companies or either of them for the conduct of their business.

411. The railway from the North Woolwich branch of the Great Eastern Railway to Galleons Reach which commences in the parish of West Ham and terminates at a point in the parish of North Woolwich at or near high-water mark of the River Thames and adjacent to the lower entrance of the Royal Albert Dock (hereinafter referred to as "the railway") may be maintained and used by the Port Authority for the conveyance of passengers with all the stations sidings junctions approaches bridges works and conveniences connected therewith in all respects as if the same had been authorised by this Act.

A.D. 1920.
Power to maintain railway to Galleons Reach.

412. The Port Authority may continue and maintain the railway as a double line of railway throughout and may from time to time lay down and maintain an additional line or additional lines of rail upon along or by the side of the railway and may from time to time construct and maintain all necessary stations approaches bridges sidings junctions works and conveniences in connexion with the railway.

Power to lay down additional lines.

413. The Port Authority may demand and take in respect of the use of the railway or any part thereof any tolls not exceeding the following (that is to say):—

Tolls for passengers.

For every person conveyed in or upon any carriage not belonging to the Port Authority twopence per mile and if conveyed in or upon any carriage belonging to the Port Authority an additional sum not exceeding one penny per mile.

414. The tolls which the Port Authority may demand for the use of engines for propelling carriages on the railway shall not exceed one penny per mile for each passenger in addition to the other tolls or sums by this Act authorised to be taken.

Tolls for propelling power.

415. The Port Authority may demand and take for the conveyance of passengers on the railway any tolls and charges not exceeding the following (including tolls for the use of the railway and for carriages and locomotive power and every other expense incidental to such conveyance) (that is to say):—

Maximum rates for passengers.

For every passenger conveyed in a first-class carriage the sum of threepence per mile;

For every passenger conveyed in a second-class carriage the sum of twopence per mile;

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. For every passenger conveyed in a third-class carriage the sum of one penny halfpenny per mile.

Tolls for small parcels. **416.** With respect to small parcels carried on the railway not exceeding five hundred pounds in weight notwithstanding anything in this Act the Port Authority may demand and take any tolls not exceeding the following (that is to say):—

For any parcel not exceeding seven pounds in weight threepence;

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight fivepence;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight sevenpence;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight ninepence;

For any parcel exceeding fifty-six pounds but not exceeding one hundred and twelve pounds in weight one shilling and fourpence;

For any parcel exceeding one hundred and twelve pounds but not exceeding two hundred and fifty pounds in weight one shilling and eightpence; and

For every parcel exceeding two hundred and fifty pounds and not exceeding five hundred pounds in weight the company may demand any sum which they think fit:

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

Regulation as to tolls. **417.** The following provisions and regulations shall apply to the fixing of all tolls and charges payable for the use of the railway under this Act (that is to say):—

For all passengers conveyed on the railway for a less distance than three miles the Port Authority may demand tolls and charges as for three miles;

Every fraction of a mile beyond any integral number of miles shall be deemed a mile;

With respect to parcels the weight shall be determined according to the usual avoirdupois weight.

Passengers' luggage. **418.** Every passenger travelling upon the railway may take with him his ordinary luggage not exceeding one hundred

and twenty pounds in weight for first-class passengers one hundred pounds in weight for second-class passengers and sixty pounds in weight for third-class passengers without any charge being made for the carriage thereof. A.D. 1920.

419. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway in respect of which the Port Authority may make such charges as they think fit but shall apply only to the ordinary and express trains appointed from time to time by the Port Authority for the conveyance of passengers upon the railway. Foregoing charges not to apply to special trains.

420. The Port Authority shall and they are hereby required at all times hereafter to run a train every morning in the week upon the railway for the whole length calling at all intermediate stations (Sunday Christmas Day Good Friday and bank holidays always excepted) at such hours not being later than seven in the morning or earlier than six in the evening as may be most convenient for artizans mechanics and daily labourers (both male and female) at fares not exceeding one penny per passenger for each journey (in addition to the Government duty) provided that in case of any complaint made to the Ministry of Transport of the hours appointed by the Port Authority for such trains the Ministry of Transport shall have power to fix and regulate the same from time to time and also that if in any continuous period of six months it shall be found that an average number of less than one hundred of such passengers shall have been conveyed by each of such trains the Port Authority on proof of that fact to the satisfaction of the Ministry of Transport may discontinue the running of such trains but the Ministry of Transport may at any time order the resumption thereof by the Port Authority if it shall seem to the Ministry of Transport desirable so to do. Trains for labouring classes.

421. The liability of the Port Authority under any claim to compensation for injury or otherwise in respect of each passenger travelling at such fares as aforesaid shall be limited to a sum not exceeding one hundred pounds and the amount of compensation payable in respect of any passenger so injured shall be determined by an arbitrator to be appointed by the Ministry of Transport and not otherwise. Limiting compensation for injury.

422. The Port Authority shall not carry on the railway any goods articles or merchandise other than parcels. Company not to carry goods &c.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
Power to
enter into
traffic ar-
rangements.

423. The Port Authority and the Great Eastern Railway Company (hereinafter called “the two authorities”) may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Regulation of Railways Act 1873 from time to time enter into and carry into effect and rescind agreements with respect to the following purposes or any of them (that is to say):—

The use and management by the two authorities of their respective railways works or any part or parts thereof respectively;

The management regulation interchange collection transmission and delivery of traffic upon or coming from or destined for the railways and works of the two authorities or either of them;

The employment of officers and servants for the conduct of traffic;

The fixing collection payment appropriation and distribution of the tolls charges and profits arising from the respective railways and works of the two authorities or either of them or any part thereof.

Tolls on
traffic con-
veyed partly
on rail-
way and
partly on
Great East-
ern Railway.

424. During the continuance of any agreement to be entered into under the section of this Act the marginal note whereof is “Power to enter into traffic arrangements” for the working or use of the railways of the Port Authority and the Great Eastern Railway Company or any part thereof respectively the railways of the Port Authority and of the Great Eastern Railway Company shall for the purposes of short-distance tolls and charges be considered as one railway and in estimating the amounts of tolls and charges in respect of traffic conveyed partly on the railway of the Port Authority and partly on the railways of the Great Eastern Railway Company for a less distance than three miles tolls and charges may only be charged as for three miles and in respect of passengers for every mile or fraction of a mile beyond three miles tolls and charges as for one mile only and no other short-distance charge shall be made for the conveyance of passengers partly on the railway of the Port Authority and partly on the railways of the Great Eastern Railway Company.

Certain
annual pay-
ments to be
continued.

425. The Port Authority shall continue the annual payments of forty pounds and fifty pounds hitherto made by them to the rector of St. Paul’s Shadwell and the curate of St. Botolph without

Aldgate respectively in consideration of the performance of the duties hitherto performed by them in respect of which such payments have been made. A.D. 1920.

426. The Port Authority may continue to demand take and recover such annual sums as are chargeable by them to tenants and occupiers of lands buildings or premises formerly purchased by the London Dock Company in respect of charges rates and assessments from which such lands buildings or premises become exonerated pursuant to the London and St. Katharine Docks Act 1864. Power to demand annual payments from tenants in certain cases.

427. For the protection of the South Metropolitan Gas Company (in this section referred to as "the company") the following provisions shall unless otherwise agreed in writing between the company and the Port Authority have effect (that is to say):— For protection of South Metropolitan Gas Company.

The Port Authority shall at their own expense maintain in good repair and efficiency exclusively for the use of the company in common with the Metropolitan Water Board and (for their own purposes) of the Port Authority the existing iron culvert under the Surrey Lock and under the Lavender Lock respectively and the agents and servants of the company shall at all times have access to such culverts and pipes therein for the purposes of the company.

428. The following provisions for the protection of the Great Eastern Railway Company (hereinafter called "the Great Eastern Company") shall unless otherwise agreed in writing between the Port Authority and the Great Eastern Company apply and have effect:— For protection of Great Eastern Railway Company.

- (1) The bridge over the canal or entrance to the Royal Victoria Dock on the western side shall be maintained by the Port Authority for the passage of carriages trucks and waggons drawn or propelled by horses only for the conveyance of goods traffic and such bridge and the line of railway thereon shall be used by the Great Eastern Company only for the passage of such traffic and so as not to interfere with or interrupt the use of the said dock or the lock connected therewith as regards the passage of vessels into or out of the said docks :

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

- (2) The said bridge shall at all times be under the management and control of and be worked by the Port Authority. The said bridge shall at all times when not in use for the purposes of the navigation remain down for the traffic of the said railway and shall remain so closed until the carriages and waggons of the Great Eastern Company shall have passed over the said bridge :
- (3) The structure of the tunnel and covered way and the retaining walls of so much of the North Woolwich Railway of the Great Eastern Company as is shown between the points A and B on the plan referred to in paragraph (a) of section 6 of the London and St. Katharine Docks Act 1875 by this Act repealed (in this section called "the substituted line") shall be maintained and repaired by the Port Authority and the permanent way of the substituted line shall be maintained by the Great Eastern Company. Provided that if the Port Authority allege that any such repairs are rendered necessary by any act or default of the Great Eastern Company or by anything in the conduct of their traffic an arbitrator shall decide if the circumstances of the case so require whether the whole or any part of the expense of the repairs shall be borne and paid by the Great Eastern Company. The Port Authority shall also keep the said tunnel free from water whether caused by floods percolation or otherwise and shall provide the necessary apparatus for that purpose :
- (4) The substituted line and the works connected therewith shall remain vested in the Great Eastern Company and shall for the purposes of tolls and all other purposes including the right to use the same by all other companies lawfully entitled to use the North Woolwich Railway be deemed to be part of the North Woolwich Railway but the soil over so much of the substituted line as is permanently in tunnel or covered way shall remain vested in the Port Authority and they shall have and there is hereby reserved to them the full right to construct maintain and use over such tunnel or covered way such roads and other communications as they from time to time

require for the purposes of their undertaking but not so as to interfere with or injure the structure of the tunnel or covered way or to impede or interfere with the traffic on the North Woolwich Railway : A.D. 1920.
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- (5) So much and such parts of the North Woolwich Railway between the before-mentioned points A and B as do not form part of the site of the substituted line and works (which portion of the North Woolwich Railway is hereinafter referred to as “the transferred portion of the North Woolwich Railway”) and the site of the transferred portion of the North Woolwich Railway and the land and works connected therewith including the swing bridge carrying the transferred portion of the said railway over the cut or canal between the Royal Victoria and Royal Albert Docks shall remain vested in the Port Authority and all other lands now forming part of the North Woolwich Railway through the property of the Port Authority shall remain vested in the Great Eastern Company :
- (6) The transferred portion of the North Woolwich Railway shall at all times hereafter (but subject to the provisions of the following paragraphs of this section) be maintained by the Port Authority to the reasonable satisfaction of the Great Eastern Company in good and efficient repair and working order so as to admit of the user thereof as hereinafter provided for traffic by the Great Eastern Company and by all other companies lawfully entitled to the user of the substituted line and also at all times for the goods traffic to and from the docks In the user of the transferred portion of the North Woolwich Railway the passenger traffic of the Great Eastern Company shall at all times have priority and subject thereto any difference as to the user of the said line shall be determined by an arbitrator to be appointed on the application of any company interested by the Minister of Transport :
- (7) If any accident (from whatever cause arising) shall at any time prevent the use of the tunnel by which the substituted line is carried under the passage between the Royal Victoria Dock and the Royal Albert Dock for the traffic of the Great Eastern

A.D. 1920.

Company and (subject to the priority of the passenger traffic of the Great Eastern Company as aforesaid) of all other companies lawfully entitled to use the North Woolwich Railway that company and such other companies as last mentioned shall so often as any accident shall happen for the purposes of such traffic be entitled free of charge reasonably to use (regard being had to the requirements of the traffic and business of the Port Authority as well as of the Great Eastern Company and such other companies) the transferred portion of the North Woolwich Railway until the tunnel be again ready for the passage of such traffic Provided always that the tunnel and substituted line shall with all possible speed be restored or repaired so as to admit of the user thereof for traffic and the right of the Great Eastern Company and of such other companies to use the transferred portion of the North Woolwich Railway shall continue only so long as shall be reasonably required for the restoration and repair of the tunnel and substituted line Provided also that at any time the Port Authority and the Great Eastern Company or in default the Minister of Transport on application of either the Port Authority or the Great Eastern Company may provide by regulations the mode of working the swing bridge and transferred portion of the North Woolwich Railway in case of accident and in case of emergency if no such regulations exist or are applicable the Minister of Transport may on application of either the Port Authority or the Great Eastern Company appoint some person to give the directions necessary for carrying on the business and traffic of the respective companies during the temporary user by the Great Eastern Company and such other companies of the transferred portion of the North Woolwich Railway :

- (8) The Port Authority shall either set apart such sidings or shall allow the Great Eastern Company upon the lands of the Port Authority to lay down free of charge and maintain such sidings as may be necessary and convenient for the marshalling reception delivery standing and accommodation of trains carriages

waggons and engines used for purposes of dock traffic passing or intended to pass to or from the Royal Victoria Dock and the Albert Dock from or to the North Woolwich Railway so as to render unnecessary the shunting or stopping of such trains carriages waggons or engines on the North Woolwich Railway and the Port Authority shall permit any such sidings whether set apart by them or laid down by the Great Eastern Company to be fully and freely worked and used by that company for dock traffic Any difference between the Port Authority and the Great Eastern Company as to any matter arising under this paragraph shall be determined by arbitration in manner herein provided and the arbitrator may prescribe the extent of and works in connexion with the sidings to be provided by the Port Authority and may settle all points in difference between the companies in reference thereto :

A.D. 1920.

- (9) If any work to be done under the provisions of this section by the Port Authority affecting the North Woolwich Railway is not done or if by any default of the Port Authority any work required to be done is not effectually carried out by the Port Authority the Great Eastern Company may after due notice to the Port Authority or forthwith in case of emergency execute the work and may recover the cost and expenses thereof from the Port Authority :
- (10) The expense of working the additional signals for the substituted line and transferred portion of the North Woolwich Railway and all expenses relating thereto shall be borne and paid by the Port Authority and the Great Eastern Company in equal shares :
- (11) The Port Authority and the Great Eastern Company may enter into agreements for giving effect to the purposes of this section or for varying any of the works affecting the Port Authority and the Great Eastern Company or otherwise on such terms and conditions as may be mutually agreed upon :
- (12) Whatever facilities shall be afforded by the Port Authority in the Royal Albert Dock to any other railway company shall be afforded to the Great

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

Eastern Company upon the like terms in the same dock :

- (13) If any difference arise between the Port Authority and the Great Eastern Company with reference to any matter contained in or arising under this section the same shall be from time to time determined by an arbitrator to be appointed on the application of the Port Authority or the Great Eastern Company by the Minister of Transport and the decision of the arbitrator shall be final and conclusive and the cost of the reference shall be in his discretion.

For protec-
tion of Lon-
don County
Council.

429. Notwithstanding anything contained in this Act the following provisions for the protection and benefit of the London County Council (in this section called "the council") shall unless otherwise agreed between the Port Authority and the council apply and have effect (that is to say):—

- (1) The Port Authority shall allow the council at all times for the passage of sewage the free user of all such culverts penstocks appliances and works as were constructed by the London and Saint Katharine Docks Company for the purpose of carrying sewage past the entrances from the River Thames to the Royal Albert Dock and such culverts penstocks appliances and works shall be repaired and maintained by the council save and except when repair is rendered necessary by any failure or defect in the works of the Port Authority in which case the needful repairs to the culverts penstocks appliances and works shall be effected by the council at the expense of the Port Authority :
- (2) As regards the syphon culvert works constructed by the Commercial Dock Company under the dock entrance near the Lavender Dock and now vested in and subject to the control and jurisdiction of the council and any works in substitution therefor the Port Authority shall continue to carry out such arrangements for the flushing of such syphon culvert as are in operation at the date of the passing of this Act and shall keep such works in a proper state and condition and free from obstruction at their own expense and shall

give to the council three clear days' notice in writing of their intention at any time to discharge water from any of their locks through such syphon culvert and shall at all times at their own expense keep such syphon culvert works in good repair and shall be responsible for any damage to property through floods or otherwise by reason of such syphon culvert works and shall indemnify and hold harmless the council against all claims or liabilities by reason or in consequence of any such damage :

A.D. 1920.

- (3) As regards the sewer or sewers of the council constructed by the Surrey Commercial Dock Company and commencing in Swing Bridge Road and terminating in Rotherhithe Lower Road the Port Authority shall whenever required by the council provide the necessary steam or other power for pumping out and cleansing such sewer or sewers and shall pay to the council a sum of forty pounds per annum in full discharge of all liability in connexion with the costs and expenses incurred by the council in relation to the said cleansing of such sewer or sewers.

PART VIII.

GENERAL PROVISIONS.

430. The Port Authority from time to time may appoint employ suspend and remove as they shall think fit superintendents dockmasters collectors receivers masters and watchmen and such other officers and servants as they may from time to time find necessary (including where necessary the deputies and assistants of any such officers) for the purposes of the Port of London and subject to the provisions of this Act may pay or allow to them respectively such salaries allowances recompense and superannuation during or after their respective periods of service or employment as the Port Authority from time to time think reasonable and the Port Authority shall take from their collectors receivers and other officers such security for the due execution of the duties of their respective offices as the Port Authority think fit.

Power to
appoint and
remove
officers.

431.—(1) Whenever any vessel is sunk or stranded in any part of the Port of London the Port Authority shall cause such vessel to be raised or to be blown up or otherwise destroyed and

As to ob-
structions.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — so as to clear the River Thames therefrom in the case of a vessel sunk or stranded therein and may recover from the body or person being the owner of such vessel at the time of the sinking or stranding thereof all expenses incurred by the Port Authority in or in connexion therewith or in raising or saving any furniture tackle and apparel of the said vessel or any goods chattels and effects raised or saved from such vessel or in watching or controlling such vessel. Provided always that the Port Authority may if they think fit and shall if so required by such owner cause any such vessel furniture tackle apparel goods chattels and effects or any part of the same respectively so raised or saved as aforesaid to be sold in such manner as they think fit and out of the proceeds of such sale may reimburse themselves for any such expenses and shall hold the surplus if any of such proceeds in trust for the persons entitled thereto and in case such proceeds shall be insufficient to reimburse the Port Authority such expenses the deficiency shall be paid to the Port Authority by such owner upon demand and in default of payment may be recovered as aforesaid.

(2) Subject to the provisions of this Act the Port Authority may remove anything causing an obstruction or impediment in any part of the Port of London or to the proper use of any towpath of the River Thames and also any floating timber which obstructs any of the docks canals basins locks or cuts of the Port Authority or impedes the navigation of the River Thames and may recover the expense of removing the same. Provided always that the Port Authority may if they think fit detain such thing or floating timber for securing reimbursement to themselves for such expenses and on non-payment thereof on demand may sell such thing or floating timber and out of the proceeds reimburse themselves for such expenses rendering the surplus if any to the owner on demand and in case such proceeds shall be insufficient to reimburse the Port Authority such expenses the deficiency shall be paid to the Port Authority by such owner on demand and in default of payment may be recovered by the Port Authority.

(3) The Port Authority shall (except in case of emergency) before selling under the provisions of this section any such vessel or any floating timber or other thing mentioned in subsection (2) of this section give to the owner of such vessel floating timber or other thing forty-eight hours' notice of their intention to sell the same by posting a prepaid letter addressed to such owner

at the place in the United Kingdom where he carries on business or at his last known place of abode in the United Kingdom or if such owner or his place of business or abode shall not be known to the Port Authority then before selling any such vessel floating timber or other thing a like notice shall be exhibited by the Port Authority for forty-eight hours at the head office of the Port Authority.

A.D. 1920.

432. If any person give or offer any sum of money or anything whatever by way of reward or bribe to any dockmaster or any officer or person employed by the Port Authority within the Port of London for the purpose of gaining an undue preference in the execution of his office or employment or for the purpose of inducing such dockmaster or other officer or person to do or omit to do anything relating to his office or employment or if such dockmaster or other officer or person receive any such reward or bribe as aforesaid or any fee perquisite or reward of any kind (other than his salary or wages) for any service act or duty done or performed with reference to his office or employment every person so offending shall for every such offence be liable to a penalty of twenty pounds.

Penalty on offering bribes to officers and on officers taking bribes.

433. No house or other building shall at any time hereafter be erected or retained on the outside of the wall surrounding and enclosing the London Docks or within the space of thirty feet therefrom Provided always that nothing contained in this section shall be deemed to prohibit the erection or retention of any house or other building within the space of thirty feet of any wall surrounding or enclosing the enlargement of Shadwell Old Basin at the London Docks authorised by the Port of London Act 1917.

Restriction on buildings adjoining London Docks wall.

434. The Port Authority may from time to time provide on any lands belonging to them and may take on lease or hire elsewhere such dwelling houses and offices for any of their officers workmen or servants as they think fit and may permit the same to be occupied accordingly with or without payment of any rent for the same and on such terms and conditions as the Port Authority think fit and for the purposes of this section the words "officers workmen and servants" shall include persons who after the letting to them of such dwelling houses or offices have ceased to be in the employment of the Port Authority.

Power to provide dwellings for officers.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. **435.**—(1) The Port Authority shall if so required by the Secretary of State provide and maintain to the satisfaction of the Secretary of State accommodation for the reception of alien passengers conditionally disembarked for the purpose of inspection appeals or otherwise under the Aliens Act 1905.

Provision of accommodation for alien passengers.

(2) On such accommodation being provided the Port Authority may with the consent of the Secretary of State make byelaws imposing on immigrant ships within the meaning of that Act entering the Port of London tolls in respect of such accommodation and requiring the conditional disembarkation at the place so provided of such alien passengers from immigrant ships as the Secretary of State may by order direct either generally or as regards any special ships.

If officers &c. refuse to give up premises justices may give possession.

436. When and so often as any officer or servant of the Port Authority shall cease to hold office under the Port Authority or to be in their employ if such officer or servant or the wife or widow or any of the children family or other representatives of such officer or servant or any other person who may have the possession of any premises belonging to the Port Authority shall neglect or refuse to deliver up the possession thereof for the space of twenty-four hours next after demand thereof made by notice in writing so to do then it shall be lawful for any justice by warrant under his hand and seal to order a constable or other peace officer with such assistance as shall be necessary to enter upon or into such premises in the daytime and to remove the persons who shall be found thereon or therein together with their goods off or out of such premises and to put the Port Authority or such person as they shall direct into possession of such premises.

Service of notice on other persons.

437. Any notice which the Port Authority may be required or authorised to give to any person may be served on such person either personally or on his known agent or by sending the same through the post in a prepaid letter addressed to him or to his known agent by name at his last known place of abode or business or by delivering the same to some inmate at his last known or usual place of residence or business or in case the place of abode or business of the person to be served is unknown it shall be sufficient to affix the notice or a copy thereof on some conspicuous part of the premises (if any) to which the notice may relate.

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

Service by letter under this section shall be deemed to be effected on the day on which such letter would be delivered in the ordinary course of post and in proving such service it shall be sufficient to prove that the letter was properly addressed and put into the post. A.D. 1920.

438. The Port Authority shall after consultation with the Admiralty and the Board of Trade take such steps as may be necessary for the purpose of remedying any defects in the existing surveys of the bed and shore of the River Thames and tidal waters within the Port of London and shall publish and keep on sale at a reasonable price copies of all such existing surveys of the bed and shore of the River Thames and tidal waters within the Port of London as may be considered sufficient and of the surveys so made. Surveys.

439.—(1) The Port Authority shall maintain in good and sufficient repair to the satisfaction of the Commissioners of Customs and Excise all watch-houses boat-houses huts and weighing materials erected or provided by them or by their predecessors for the use of the officers of Customs and Excise and in respect of any new dock constructed in pursuance of the powers conferred or preserved by this Act they shall before they shall be entitled to take any rates in respect of such new dock if required to do so by the said commissioners and in respect of any dock under their control at any time thereafter when so required erect on a suitable spot within or near such dock to be approved by the said commissioners a watch-house and boat-house for the use of the officers of Customs and Excise of such size and materials and in such manner as shall be approved of by the said commissioners and shall also to the satisfaction of the said commissioners provide from time to time a sufficient number of huts for the use of the officers of Customs and Excise with all fit and necessary weighing materials and such watch-house boat-house huts and weighing materials shall be maintained as aforesaid. Provision of
watch-
houses &c.
for Customs.

(2) If at any time any such watch-house or boat-house or any such huts or weighing materials shall be out of repair or not provided as required by the said commissioners and notice thereof be given to the Port Authority they shall repair or provide the same to the satisfaction of the said commissioners within three months after such notice or in default thereof shall forfeit the sum of one hundred pounds for every month during which

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. such watch-house boat-house huts or weighing materials shall continue out of repair or be not provided such penalty to be recovered in any of the superior courts against the Port Authority as a debt due to the Crown and be sued for by any officer of Customs by the direction of the said commissioners :

Provided that nothing in this section shall prejudice or affect any right or authority or liability of the Commissioners of Customs and Excise or the Commissioners of Works under any agreement relating to any such watch-house boat-house hut or weighing materials made before the passing of this Act between the Commissioners of Customs and Excise or the Commissioners of Works and any predecessors of the Port Authority.

Regulation
of engage-
ment of
casual la-
bour.

440.—(1) The Port Authority shall either by themselves or in co-operation with other bodies or persons by establishing or maintaining or assisting in the establishment or maintenance of offices waiting rooms and employment registers and by the collection and communication of information and otherwise take such steps as they think best calculated to diminish the evils of casual employment and to promote the more convenient and regular engagement of workmen employed in dock riverside and warehouse labour in connexion with the Port of London or any class thereof :

Provided that nothing in this section shall deprive any person of any legal right which he would otherwise possess with regard to the engagement of labour.

(2) The Port Authority may make vary and repeal byelaws with respect to admission to and the maintenance of order in such offices and waiting rooms and otherwise for the purpose of carrying this section into effect and any byelaws made for the purpose aforesaid and in force at the date of the passing of this Act shall continue in force unless and until varied or repealed by the Port Authority.

Annual
report.

441. The Port Authority shall make to the Ministry of Transport an annual report of their proceedings and this report shall be laid annually before Parliament by the Ministry of Transport and shall at the same time be on sale at a reasonable charge to the public at the offices of the Port Authority The Port Authority shall also give to the Ministry of Transport such returns statistics and information with respect to the exercise of the powers of the Port Authority as the Ministry of Transport may require.

442. A justice of the peace shall not be incapable of acting in any case in which the Port Authority are a party by reason only that as a payer of dues or the holder of port stock or as one of any other class of persons he is liable to contribute to or to be benefited by the port fund.

A.D. 1920.
Qualification of justices.

443.—(1) The Board of Trade Arbitrations &c. Act 1874 shall apply as if this Act were a special Act within the meaning of the first-mentioned Act and as if a public inquiry under this Act were an inquiry under that Act and the said Act of 1874 as so applied shall as regards any matter in relation to which the powers and duties of the Board of Trade have been or shall be transferred to the Minister of Transport under the Ministry of Transport Act 1919 or otherwise be read and construed as if the Minister of Transport were referred to in the said Act of 1874 instead of the Board of Trade or the president of that board and as if a secretary or an assistant secretary of the Ministry of Transport were therein referred to instead of a secretary of the Board of Trade.

Provisions as to Board of Trade.

(2) All things required or authorised under this Act to be done by to or before the Board of Trade or the Minister of Transport as the case may be may be done by to or before the president of the board or the Minister of Transport or a secretary or assistant secretary of the board or Ministry or any person authorised in that behalf by the president of the board or the Minister of Transport.

(3) All documents purporting to be orders made by the Board of Trade or Ministry of Transport and to be sealed with the seal of the board or to be signed by a secretary or assistant secretary of the board or Ministry or by any person authorised in that behalf by the president of the board or Minister of Transport shall be received in evidence and shall be deemed to be such orders without further proof unless the contrary is shown.

(4) A certificate signed by the President of the Board of Trade that any order made or act done is the order or act of the Board of Trade shall be conclusive evidence of the fact so certified.

444. Every member of the Port Authority shall be exempt from serving on any jury.

Exemption of members from jury service.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
Through
rates in re-
spect of
dock rail-
ways.

445.—(1) Any lines and sidings forming part of any dock undertaking belonging to the Port Authority shall be deemed to be railways and the Port Authority shall be deemed to be a railway company for the purposes of such of the provisions of the Railway and Canal Traffic Acts 1854 to 1888 as relate to through rates :

Provided that the Railway and Canal Commission shall not fix such a through rate in any case in which it appears to them that it would be unjust or inexpedient to do so.

(2) The classification of merchandise traffic annexed to the schedule to the Order confirmed by the Great Eastern Railway Company Rates and Charges Order Confirmation Act 1891 as from time to time amended in pursuance of subsection (11) of section twenty-four of the Railway and Canal Traffic Act 1888 shall apply to the Port Authority in respect of such lines and sidings as aforesaid and the maximum rates and charges which the Port Authority shall be entitled to charge and make in respect of merchandise traffic on those lines and sidings shall be the rates and charges specified in that schedule as so amended.

(3) Nothing in this section shall be construed as entitling the Port Authority to be assessed to any rate or rated on a proportion only of the value of such lines and sidings.

Power to
make bye-
laws.

446. The Port Authority may from time to time repeal or alter all or any byelaws of the Port Authority now in force or any byelaws from time to time made by the Port Authority under any of the powers or provisions of this Act.

Byelaws to
be under
seal of Port
Authority.

447. No byelaw made by the Port Authority shall be repugnant to the laws of England or the provisions of this Act and all byelaws made by them shall be reduced into writing and have affixed thereto the seal of the Port Authority.

Penalties for
breach of
byelaws.

448. The Port Authority may by any byelaws made by them impose on offenders against the same such reasonable penalties as they think fit not exceeding in the case of byelaws made under the powers contained in Part VI. of this Act the sum of ten pounds for each offence and in the case of byelaws made under the powers contained in any other Part of this Act the sum of five pounds for each offence and in the case of a continuing offence a daily penalty not exceeding in each case a like amount but all such byelaws shall be so framed as to

allow of the recovery of any sum less than the full amount of the penalty. A.D. 1920.

449.—(1) Byelaws made under this Act shall not have any force until confirmed by order of the Minister of Transport or in the case of byelaws relating to fisheries of the Minister of Agriculture and Fisheries but no other confirmation shall be necessary. Publication and confirmation of byelaws.

(2) When the Port Authority propose to make any byelaws they shall publish the proposed byelaws.

(3) Before the Port Authority submit any proposed byelaws for confirmation by the Minister of Transport or Minister of Agriculture and Fisheries they shall during one month at least after the publication thereof afford to all persons the opportunity of making in writing or otherwise objections to or representations respecting such proposed byelaws and the Port Authority shall take all such objections and representations into consideration and if they think fit may abstain from making or may alter or add to the proposed byelaws.

(4) The Port Authority on submitting any proposed byelaws for confirmation by the Minister of Transport or Minister of Agriculture and Fisheries shall publish notice that they have done so and during one month after the completion of such publication of notice any person may make in writing to the Minister of Transport or Minister of Agriculture and Fisheries any objection to or representation respecting such byelaws.

450. The Port Authority shall cause copies of all byelaws made by them when the same are confirmed together with the order confirming the same to be printed and such copies to be sold at a reasonable price to all persons desiring to buy the same. Byelaws to be printed and sold.

451. A copy of any byelaw made by the Port Authority and confirmed purporting to be printed by direction of the Port Authority and being authenticated by the seal of the Port Authority and the signature of the secretary shall for all purposes and to all intents be *primâ facie* evidence of such byelaw and of the due making and confirmation thereof without proof of such seal or signature. Proof of byelaws.

452.—(1) Where the Port Authority are by this Act required to publish any notice or byelaw (proposed or made) they shall Publication of notices byelaws &c.

A.D. 1920. (unless otherwise provided by the enactment requiring such publication) do so by inserting the same once in the London Gazette and by inserting the same as an advertisement once in each of two successive weeks in some one and the same daily morning newspaper published and circulating in London and such publication shall be deemed to be completed on the day on which the second of such advertisements appears.

(2) The Port Authority shall not later than the day of the first insertion of such advertisement transmit a copy of the notice or byelaw to the clerk of the county council of any administrative county and to the town clerk of any county borough affected by such notice or byelaw.

(3) The Port Authority shall within seven days after the insertion of any such notice or byelaw in the London Gazette insert as an advertisement in a newspaper published and circulating in any administrative county and in any county borough affected by such notice or byelaw a statement drawing attention to the fact of the said insertion in the London Gazette.

Saving for
Ministry of
Agriculture
and Fish-
eries.

453. Provided always that nothing in the sections of this Act the marginal notes whereof are "Publication and confirmation of byelaws" "Byelaws to be printed and sold" "Proof of byelaws" and "Publication of notices byelaws &c." shall prejudice or affect the provisions of the Board of Agriculture and Fisheries Act 1903.

Public in-
quiries into
complaints.

454. In case any person complains of the operation of any byelaw of the Port Authority or of any of their predecessors or of any determination or proceeding of the Port Authority or of the conduct of any of their officers or servants he shall on an application in writing to the Port Authority stating the substance of his complaint be entitled to have his complaint publicly inquired into and decided on in manner following (namely) :—

- (1) On receipt of such application the Port Authority shall depute one or more not exceeding three of their body to inquire into the complaint :
- (2) A suitable room shall be provided by the Port Authority to which the complainant his agent and witnesses and all other persons interested or desirous of attending shall have free access :

- (3) The member or members of the Port Authority so deputed shall receive the statement of the complainant or his agent and the counter-statement of any person concerned or his agent and shall hear any arguments offered and any evidence adduced in support of such statement or counter-statement and he or they or one of them shall write down the substance of such statement counter-statement arguments and evidence in a narrative form and he or they shall report the same and his or their opinion thereon for the information of the Port Authority : A.D. 1920.
- (4) The Port Authority shall consider the report and shall decide on the complaint and their decision shall be delivered in public either on the same day or on a subsequent day appointed for the purpose :
- (5) Notwithstanding anything in this section any person not requiring a public inquiry but desirous of stating any complaint personally to the Port Authority shall be at liberty to do so on attending at the office of the Port Authority having made application for that purpose :
- (6) Nothing in this section shall restrict the Port Authority from holding any meeting if they think fit in a room to which the public may have access.

455.—(1) The Minister of Transport may make such Provisional Orders as may be required for the purposes of this Act and with respect to such Provisional Orders the provisions set out in the Eighth Schedule to this Act shall have effect. As to Provisional Orders &c.

(2) Any order other than a Provisional Order made by the Minister of Transport under this Act shall whilst in force have effect as if enacted in this Act but any such order made by the Minister of Transport may be varied by a subsequent order made in the like manner and subject to the like conditions as the original order.

(3) The Minister of Transport subject to the consent of the Treasury may fix the fees to be payable in respect of Provisional Orders and orders made by the Minister under this Act and such fees shall be paid by such authorities and persons as the Minister of Transport may determine.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

(4) The Minister of Transport may make regulations in relation to applications for Provisional Orders and orders under this Act and the publication of notices and advertisements and the manner in which and the time within which representations and objections with reference to the application are to be made and the holding of public inquiries in the cases in which public inquiries are required to be held under this Act and in such other cases as he may think advisable and to any other matters of procedure respecting the obtaining and granting of Provisional Orders and orders under this Act.

Powers of
police as to
search and
arrest.

456.—(1) The provisions of section 66 of the Metropolitan Police Act 1839 and any Acts amending the same with regard to the search and arrest of certain offenders shall apply to any person who is found upon or within one mile of any harbour dock or pier warehouse or other premises of the Port Authority or upon any vessel in any such harbour or dock whether within the metropolitan police district or not and may be reasonably suspected of having or carrying in any manner anything stolen or unlawfully obtained on or from any harbour dock or pier warehouse or other premises of the Port Authority or any such vessel and any court of summary jurisdiction sitting in a district for which no metropolitan police court has been established shall have the same jurisdiction to deal with any person brought before it in pursuance of such provisions as is vested in a magistrate of the metropolitan police courts by section 24 of the Metropolitan Police Courts Act 1839.

(2) It shall be lawful for any constable to take into custody without warrant any person committing any offence within view of such constable or of any officer or servant of the Port Authority in contravention of any byelaws made under this Act whose name and address is unknown to him and cannot be ascertained.

Dock pre-
mises to be
deemed
public places
for certain
offences.

457.—(1) The quays wharfs docks and other premises of the Port Authority and the ships vessels and craft in the same premises shall be deemed to be public places within the meaning of the 54th section of the Act passed in the third year of the reign of Her late Majesty Queen Victoria intituled “An Act for further improving the police in and near the metropolis” for the purposes of making liable to the penalty imposed by the same section every person committing within the same premises any

of the following offences but no further or otherwise (that is to say):— A.D. 1920.

Every person having the care of any cart waggon truck or other carriage who shall ride upon any part thereof or on the shafts thereof or on any horse drawing the same without having or holding the reins or who shall be at such distance from such cart or carriage as not to have complete control over any horse drawing the same:

Every person who shall ride or drive furiously or so as to endanger the life or limb of any person or to the common danger of the passengers on the premises of the Port Authority:

Every person who shall suffer to be at large any unmuzzled ferocious dog or who shall set on or urge any dog to attack worry or put in fear any person or animal.

(2) Every person committing within the same premises any of the following offences shall also be liable to the penalty imposed by the said 54th section of the said last-mentioned Act (that is to say):—

Every person who shall ply place or stand any cart waggon truck or other carriage for hire:

Every person having the care of any cart waggon truck or other carriage whether empty or loaded who shall not immediately remove the same upon being directed so to do by any officer of the Port Authority:

Every person who shall place a cart waggon truck or other carriage whether for the purpose of loading or unloading contrary to the direction of an officer of the Port Authority:

Every person who shall use abusive language to an officer of the Port Authority while in the exercise of his duty.

458. Save as otherwise by this Act expressly provided all offences against this Act or any byelaw of the Port Authority made or continued under this Act and for the time being in force and all penalties forfeitures costs damages compensation and expenses imposed or recoverable under this Act or any such byelaw may be prosecuted and recovered in a summary manner Provided that all costs or expenses except such as are recoverable along with a penalty shall not be recovered as penalties but may be recovered summarily as civil debts. Recovery of penalties &c.

A.D. 1920.
Saving for
Crown.

459. Nothing in this Act shall extend to alienate defeat vary lessen abrogate or prejudice any estate right title interest prerogative royalty jurisdiction or authority of or appertaining to the King's most Excellent Majesty His heirs or successors nor to abridge vary or abrogate any of the powers or authorities by law vested in the Lords of the Admiralty or in the King's Harbour Master or other officer of the Admiralty within the limits for the time being of any dockyard port or in the Commissioners of Customs and Excise.

Saving
rights of
Crown and
Commis-
sioners of
Woods.

460. Nothing in this Act shall authorise the Port Authority to take use or in any manner interfere with any portion of the shore or bed of the sea or of any river channel creek bay or estuary or any land hereditaments subjects or rights of whatsoever description belonging to the King's most Excellent Majesty in right of His Crown and under the management of the Commissioners of Woods or of the Board of Trade respectively without the consent in writing of such commissioners or one of them or of the Board of Trade as the case may be on behalf of His Majesty first had and obtained for that purpose (which consent such commissioners and such board are hereby respectively authorised to give) nor shall authorise the Port Authority to exercise any power or control over any land which now is or hereafter may be vested in His Majesty or in the Commissioners of Works for the public service or under the management of those commissioners for the like purposes or service nor except so far as relates to the right of navigation or any other right expressly declared and provided for by the provisions of this Act relating to rights of navigation and removal of obstructions and dangerous erections and relating to pleasure boats shall anything in this Act extend to take away prejudice diminish or alter any established right title interest privilege power or authority vested in or enjoyed or exercisable by His Majesty His heirs or successors and particularly nothing in this Act shall prejudice or affect a free use and enjoyment and power of disposition of His Majesty His heirs and successors or any department of His Majesty's Government entitled thereto over those parts of the bed soil and shore of the River Thames and embankments and enclosures thereupon which were by the Thames Conservancy Act 1857 reserved and excepted from the operation of that Act nor shall authorise the Port Authority in any manner to interfere therewith.

461. Nothing in this Act shall be deemed to extend to or affect any Act of Parliament relating to His Majesty's duties of customs and excise or any other revenue of the Crown or to extend to or affect any claim of His Majesty in right of His Crown or otherwise howsoever or any proceedings at law or in equity by or on behalf of His Majesty and nothing in this Act shall affect the limits of the Port of London for customs purposes or abridge or affect in any way the powers of the Treasury in respect of the Port of London under the Customs Consolidation Act 1876.

A.D. 1920.
Saving for
Crown as to
revenue &c.

462. Nothing in this Act shall extend to charge with rates or to regulate or subject to any control any vessel belonging to or employed in the service of His Majesty His heirs and successors or any member of the Royal Family or in the service of the Customs and Excise or in the service of the Commissioner of Police of the Metropolis or of the Trinity House or the Commissioners of Northern Lighthouses using the Tilbury Docks the Royal Albert Dock the Royal Albert Dock Extension the Surrey Commercial Dock or the Millwall Docks or any part of the River Thames mentioned in the definition of the expression "the Thames" in the section of this Act of which the marginal note is "Definitions" and not conveying goods for hire or any packet-boat or post office packet (being a vessel employed by or under the Post Office or the Admiralty for the conveyance under contract of postal packets as defined by the Post Office Act 1908) or any mail-bag as defined by the Post Office Act 1908 conveyed by any such packet-boat or packet or by any other vessel whatsoever or any of the officers or persons employed in the service of the Admiralty ordnance customs excise or post office or their baggage or any vessel or goods being under seizure by the officers of the revenue or any naval victualling or ordnance stores or other stores or goods for the service of or being the property of His Majesty or any troops landed upon or delivered or disembarked from any of the docks aforesaid or their baggage but all such vessels officers or persons as aforesaid shall have the free use of the docks aforesaid and such part of the River Thames as aforesaid without any charge or rate being made for using the same Provided always that nothing in this Act shall extend to exempt from rates or duties any vessel employed by or under the Post Office or the Admiralty as aforesaid if she also conveys passengers or goods for hire And provided also that if any person

Exemption
of vessels
in His
Majesty's
service
from rates.

A.D. 1920. — claim and take the benefit of any such exemption as aforesaid without being entitled thereto he shall for every such offence be liable to a penalty not exceeding ten pounds.

Saving for corporation. **463.** Except as in this Act expressly provided nothing in this Act shall prejudice or derogate from the estates rights liberties interests privileges franchises or authority of the corporation.

Saving for Trinity House. **464.** Nothing in this Act shall prejudice or derogate from or in anywise alter affect or interfere with the jurisdiction or authority of the Trinity House in the appointment of pilots loadsmen and guides or for beaconage and buoyage and office of beaconage and buoyage or for the erecting and setting up of beacons buoys lights and lighthouses or the fees advantages salaries profits emoluments commodities and rights incidents and appurtenances whatsoever due payable accustomed appertaining or belonging to the Trinity House or any other rights offices duties and privileges whatsoever now subsisting and in force and held used or enjoyed by the Trinity House under or by virtue of any royal charter grant letters patent or Act or otherwise howsoever except that after the passing of this Act the Trinity House shall not be entitled to discharge or require the discharge of any harbour-master appointed by the Port Authority pursuant to the provisions of this Act nor shall any such harbour-master be required by Elder Brethren of the Trinity House to attend them.

Saving for London County Council Metropolitan Water Board &c. **465.** Nothing in this Act shall extend or be construed to extend to prejudice or derogate from the estates rights interests privileges franchises or authority of the Board of Trade the London County Council the Metropolitan Water Board the Conservators of the River Lee the Conservators of the River Medway the Essex Sewers Commission and the metropolitan borough councils of Stepney and Poplar.

Saving for lords or ladies of certain manors. **466.** Nothing in this Act shall extend or be construed to extend to lessen prejudice take away or defeat any right title or interest of the lords or ladies of the manors of Bromley otherwise Bromley St. Leonards Poplar West Ham Stebonheath otherwise Stepney or East Smithfield or of any of them or any of their heirs executors administrators or assigns and the lords and ladies of the said manors and every one of them shall and may for ever hereafter hold and enjoy all wastes waste ground

fisheries streams rights of soil in the same and in all highways roads paths streets and other public places and shall have liberty to fish fowl and exercise all other royalties on the River Thames and waters of Medway and other privileges and franchises whatsoever appertaining or incident to such several manors or any of them or lawfully granted with the same or any of them or with any part thereof respectively and all tenants of the same manors and every one of them shall and may hold and enjoy all rights and privileges to them or any of them respectively belonging in as ample and beneficial manner to all intents and purposes as if this Act had not been passed except as far as the same or any of them may interfere with this Act or any of the powers or authorities thereof or the free use of the navigation of the River Thames. A.D. 1920.

467. Nothing in this Act shall prejudice alter or affect the rights of the Midland Railway Company under this Act or under any other Act now in force or under any subsisting agreements or instruments whatsoever made or entered into by the London and India Docks Company or their predecessors in title with the said railway company or their predecessors in title but all obligations therein imposed upon the London and India Docks Company or their predecessors in title shall be read and have effect (with such modifications or variations (if any) as shall have been made therein by any enactment repealed by this Act) as if the Port Authority were named in such agreements or instruments instead of the London and India Docks Company or their predecessors in title and it shall be the duty of the Port Authority at all times to maintain and use the Tilbury Docks with a view to the fair and reasonable development thereof and the encouragement of traffic therefrom and thereto and traffic thereat. Saving for
Midland
Railway
Company.

468. Nothing in this Act shall authorise the Port Authority to sell or dispose of the site of their Blackwall entrance and basin or of their South Dock eastern entrance or basin at the West India Dock without the consent of the North London Railway Company and the North London Railway Company and their tenants shall have at all times facilities and rights of user for the purpose of access to their docks in and over both the said entrances. Not to dis-
pose of land
&c. at West
India Docks
without con-
sent of
North Lon-
don Rail-
way.

469. For the protection of the Metropolitan Water Board (in this section referred to as "the board") the following pro-
For protec-
tion of Met-
ropolitan

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. Water Board. visions shall unless otherwise agreed in writing between the board and the Port Authority have effect (that is to say):—

- (1) In this section the expression “apparatus” includes aqueducts main pipes valves hydrants plugs cocks and other works and apparatus and the expression “culvert” includes any access shaft culvert subway tunnel encasing pipe or other contrivance containing or constructed or adapted for containing any apparatus and not being an open chase trough or cut:
- (2) Not less than twenty-eight days before commencing any work of alteration or construction in exercise of any powers conferred by this Act involving any alteration of or being reasonably likely to affect any apparatus of the board the Port Authority shall give to the board notice thereof in writing together with plans sections and particulars of the intended alteration of any such apparatus and of so much of any such work as is adjacent to the site of the intended alteration and no such alteration as aforesaid shall be carried out otherwise than in accordance with such plans sections and particulars as approved by the board or in case of difference settled by arbitration as hereinafter provided Provided that if the board shall not within twenty-eight days from the receipt of any such plans sections and particulars as aforesaid intimate in writing to the Port Authority their objection thereto or make any requirement with respect thereto to which the Port Authority shall have failed to agree they shall be deemed to have approved thereof:
- (3) The Port Authority shall not except as hereinafter provided remove or alter any apparatus of the board or interrupt or prejudicially affect the flow of water through any such apparatus until they shall have provided and constructed or laid ready for use to the reasonable satisfaction of the board such substituted apparatus as the board may reasonably require Provided that if it shall be necessary for the execution of any work of the Port Authority to remove or alter any apparatus of the board or to interrupt or prejudicially affect the flow of water through any such

A.D. 1920.

apparatus before the completion ready for use of such substituted apparatus as aforesaid the Port Authority shall make provision to the reasonable satisfaction of the board for continuing by means of temporary apparatus the uninterrupted supply of water until such completion as aforesaid :

- (4)—(A) Where any new apparatus is under the provisions of this section provided and laid in substitution for any existing apparatus of the board such existing apparatus shall if taken up by the Port Authority be delivered to the board but if not taken up shall become and be for all purposes the property of the Port Authority ;
- (B) The Port Authority shall pay to the board the value of any apparatus of the board which shall be rendered derelict (other than apparatus for which the Port Authority provide substituted apparatus) and the apparatus the value of which is so paid by the Port Authority shall thereupon become the property of the Port Authority The value of the apparatus so rendered derelict shall be deemed to be the ascertained original capital cost of providing and laying such apparatus :
- (5) The board may if they deem fit employ watchmen or inspectors to watch and inspect the execution by the Port Authority of any work affecting or reasonably likely to affect any apparatus of the board of which notice is to be given to the board under the provisions of this section and the reasonable wages of such watchmen and inspectors shall be borne by the Port Authority and repaid by them to the board on demand :
- (6) If any interruption whatsoever in the supply of water through any apparatus of the board laid or placed in or through the Millwall Docks shall be in any way occasioned by the Port Authority or by any act or omission of them or of their contractors agents workmen or servants or of any person or persons in their employ the Port Authority shall pay to the board for their use and benefit by way of liquidated and ascer-

A.D. 1920.

tained damages the sum of fifty pounds for every hour during which such interruption shall continue :

- (7) The Port Authority shall be responsible for and make good to the board all costs losses damages or expenses which may be occasioned to the board or to any of their apparatus or to the supply of water by the board or to any person or persons now or at any time hereafter to be supplied by them or otherwise by reason of the execution by the Port Authority of any of the works authorised by this Act in the Millwall Docks or any failure of any works of the Port Authority in those docks or of any act or omission therein of the Port Authority or of any of their contractors agents workmen or servants or any of the persons in their employ or in that of their contractors or others And the Port Authority shall effectually indemnify and hold harmless the board from all claims and demands upon or against them by reason of such exercise or failure or of any such act or omission :
- (8) If and whenever the board shall require to repair or alter the main or service pipe described in paragraph (A) (i) of subsection (12) of this section the Port Authority shall pay to the board the amount by which the costs and expenses incurred by the board in or in connexion with such repair or alteration exceed the costs and expenses which they would have incurred in and about such repair or alteration if they had been enabled to require the Port Authority to draw off the water from the lock in which the said main or service pipe is laid for the purpose of such repair or alteration :
- (9) If the Port Authority shall neglect or refuse after reasonable notice in that behalf to make or execute any repairs or renewals which they are by virtue of this section under obligation to make or execute the board may themselves execute and do all such works and things as may be reasonably necessary for making good the default of the Port Authority and may for any such purpose enter upon the lands works and premises of the Port Authority but the board shall

not in the exercise of any such powers interfere in any way with any shipping using the undertaking of the Port Authority The Port Authority shall on demand repay to the board the amount of the reasonable cost incurred by the board in or in connexion with the execution or doing of such works or things Provided that in any case of emergency the board may execute and do such works and things as aforesaid without any previous notice having been given to the Port Authority but in any such case the engineer of the board shall give to the Port Authority as soon as practicable after commencing to execute or do any such work or thing notice in writing thereof :

- (10) The board shall at all reasonable times have free and uninterrupted access to through and over the property of the Port Authority for the purpose of inspecting and (except in emergency subject to reasonable notice) cleansing repairing altering or renewing any apparatus of the board laid or placed in or through such property and the Port Authority shall grant to the board all necessary facilities for any such access :
- (11) The board shall subject to the provisions of this section be entitled to retain and use and from time to time to inspect maintain cleanse repair and renew or to remove all apparatus of the board now in or under property of the Port Authority :
- (12) Without prejudice to the generality of the foregoing provisions of this section the following provisions shall have effect :—
- (A) The following existing works and things shall at all times be the sole and absolute property of the board (that is to say) :—
- (i) The main or service pipe provided laid down and constructed (in connexion with the construction of the cut between the Shadwell Old Basin and the Eastern Dock) between the southern termination of the two lines of main or service pipes (ii) next hereinafter referred to and a point south of Shadwell Old Basin in Milk Yard ;

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- (ii) The two lines of main or service pipes laid down (in connexion with the construction of the cut or junction between the Shadwell New Basin and the said Eastern Dock) between a point north of that cut or junction and a point in New Gravel Lane south of the said cut or junction including the line of main connected with the said lines of main or service pipes and terminating at a point in New Gravel Lane north of the said cut or junction and the lines of main connected therewith;
 - (iii) The duplicate or additional main or line of service pipe laid down between the southern termination of the two lines of main or service pipes (ii) hereinbefore referred to and a point south of the cut across New Gravel Lane near the junction of Milk Yard with New Gravel Lane;
 - (iv) The two lines of mains and apparatus laid down between points respectively north and south of the lock entrance to Millwall Dock and connected with the mains laid in the line of West Ferry Road by the main passing through the property of the Port Authority in the place of mains displaced or interfered with in connexion with the construction of the said lock entrance;
 - (v) The second main or service pipe laid down under the cut between the Royal Albert Dock and the Royal Albert Dock Basin in connexion with the construction of the said cut:
- (B) The board shall at all times have the exclusive use of—
- (i) The substituted main or pipe laid down by the London and St. Katharine Docks Company and passing under the passage between the Royal Albert Dock and the

basin parallel with the North Woolwich Manor Way in the place of the main or pipe of the East London Waterworks Company intersected or interfered with by the making of the Royal Albert Dock formerly referred to as the Victoria Dock Extension and of the alteration in connexion therewith of the line and levels of the East Ham Hall Manor Way and Woolwich Manor Way and of the Manor Way Swing Bridge and the board shall at their own expense maintain repair and renew the same except so much as lies within the shafts and chase or trough next referred to ;

A.D. 1920.

- (ii) The shafts and chase or trough in which the said substituted main or pipe is carried under the entrance to the Royal Albert Dock and in the lines of the East Ham Manor Way and Woolwich Manor Way except that if required by the Port Authority telegraph wires or threads may be laid through the said shafts and chase or trough provided that no damage be thereby done to the mains or property of the board and that such telegraph wires or threads be so laid as to ensure that no damage can thereby be at any time caused to the property of the board :

(c) The Port Authority shall at all times at their own expense and to the reasonable satisfaction of the engineer of the board maintain in good order and condition and from time to time repair and renew—

- (i) The shafts and chase or trough referred to in paragraph (B) (ii) of this subsection and so much of the main or pipe as is laid therein and referred to in paragraph (B) (i) of this subsection but not the additional main or pipe laid down

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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therein by the East London Waterworks Company;

(ii) The culvert laid down under the cut being the entrance to the Millwall Dock from the River Thames in the line of the West Ferry Road in which the lines of mains referred to in paragraph (A) (iv) of this subsection are laid;

(iii) The culvert laid down under the cut between the Shadwell New Basin and the Eastern Dock :

(D) The Port Authority shall at their own expense maintain in good repair and efficiency for the exclusive use of the board and of the South Metropolitan Gas Company respectively and of the Port Authority for their own purposes the existing culvert under the Surrey Lock entrance and the existing culvert under the Lavender Lock entrance and the agents and servants of the board and the South Metropolitan Gas Company respectively shall at all times have access to such culverts and the pipes therein for the purposes of the board and the company respectively :

(13) If any difference shall arise between the board and the Port Authority under the provisions of this section such difference shall be referred to and determined by an arbitrator to be agreed upon between them or failing such agreement to be appointed on the application of either party (after notice in writing to the other of them) by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference and determination :

(14) Nothing in this section shall derogate from any other provisions of this Act which may ensure for the benefit of the board nor shall anything in this section alter or affect any agreement between the board or their predecessors and the Port Authority or their predecessors existing at the date of the passing of this Act.

470. Except only as is by this Act expressly enacted this Act or anything contained therein shall not take away lessen prejudice alter or affect any of the estates rights interests jurisdictions privileges franchises powers authorities immunities or privileges of the Inner Temple and the Middle Temple or either of them. A.D. 1920.
Saving
rights of
Temples.

471. Nothing in this Act shall prejudice lessen affect or interfere with any powers rights authorities privileges or property of the mayor aldermen and burgesses of the borough of Southend-on-Sea under any Act now in force. Saving for
borough of
Southend-
on-Sea.

472. Nothing in this Act shall affect any rights of the rural district of Sheppey with regard to the construction of a sewer outfall in that district or the use of such sewer outfall when constructed. Saving for
rural dis-
trict of
Sheppey.

473. For the protection of the commissioners of sewers for the levels of Havering Dagenham Ripple Barking East Ham Leyton and Walthamstow in the county of Essex (in this section called "the commissioners") the following provisions shall unless otherwise agreed in writing between the commissioners and the Port Authority have effect (that is to say):— For protec-
tion of
works of
Havering
and Dagen-
ham Com-
missioners
of Sewers.

- (A) With respect to any work which under the powers or for the purposes of this Act the Port Authority find it necessary or expedient to construct and which shall pass over under or by the side of or so as to interfere with any river wall or any other defence or work under the jurisdiction or control of the commissioners the Port Authority shall not commence the work until they have given to the commissioners fourteen days' notice in writing of their intention to commence the same by leaving such notice at the office of the clerk of the commissioners with plans and sections of the intended work and until the commissioners have signified their approval of the same unless the commissioners by their clerk fail to signify their approval or their disapproval or other directions within fourteen days after the service of the notice and delivery of the plans and sections and the Port Authority shall comply with and conform to all the reasonable directions and regulations of the commissioners in the execution and subsequent maintenance of every or

A.D. 1920.

any such work and shall provide by new altered or substituted works in such manner as the commissioners require for the proper protection of and for preventing injury or impediment to any river wall or any other defences and works by or by reason of the intended work or any part thereof and shall save the commissioners harmless against all and every the expense to be occasioned thereby and every such work as aforesaid shall be executed by the Port Authority under the superintendence of the surveyor engineer or other officer or officers of the commissioners as the case may be at the costs charges and expenses in all respects of the Port Authority and all such reasonable costs charges and expenses as the commissioners may be put to by reason of the works of the Port Authority whether in the execution of the work the preparation or examination of plans or designs superintendence or otherwise shall be paid to the commissioners by the Port Authority on demand and when any new altered or substituted work as aforesaid or any work or defence connected therewith shall be completed by or at the costs charges or expenses of the Port Authority under the provisions of this Act the same shall for ever thereafter be maintained by the Port Authority to the reasonable satisfaction of the surveyor or engineer to the commissioners for the time being and subject to the maintenance and use of any such works by the Port Authority according to the extent of their statutory powers or rights in relation thereto such works shall be as fully and completely under the direction jurisdiction and control of the commissioners as any other sewers or works which now are or hereafter may be vested in them :

- (B) Except as by this Act expressly authorised nothing in this Act shall tend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the commissioners but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed :
- (c) If any difference shall arise as to the mode of executing any such work as aforesaid such difference shall be

referred to an arbitrator to be agreed upon by the commissioners and the Port Authority or failing such agreement to be appointed on the application of either party (after notice in writing to the other of them) by the Ministry of Transport and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference.

A.D. 1920.

474. For the protection of the mayor aldermen and councillors of the metropolitan borough of Woolwich (in this section called "the borough council") as successors of the commissioners of sewers for the Havering Dagenham and other levels the following provisions shall unless otherwise agreed in writing between the borough council and the Port Authority have effect (that is to say):—

For protection of Woolwich Metropolitan Borough Council as successors of Havering and Dagenham Commissioners of Sewers.

- (A) With respect to any work which under the powers or for the purposes of this Act the Port Authority find it necessary or expedient to construct and which shall pass over under or by the side of or so as to interfere with any river wall or any other defence or work under the jurisdiction or control of the borough council the Port Authority shall not commence the work until they have given to the borough council fourteen days' notice in writing of their intention to commence the same by leaving such notice at the office of the town clerk with plans and sections of the intended work and until the borough council have signified their approval of the same unless the borough council by their town clerk fail to signify their approval or their disapproval or other directions within fourteen days after the service of the notice and delivery of the plans and sections and the Port Authority shall comply with and conform to all the reasonable directions and regulations of the borough council in the execution and subsequent maintenance of every or any such work and shall provide by new altered or substituted works in such manner as the borough council require for the proper protection of and for preventing injury or impediment to any river wall or any other defences and works by or by reason of the intended work or any part thereof and shall save the borough council

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harmless against all and every the expense to be occasioned thereby and every such work as aforesaid shall be executed by the Port Authority under the superintendence of the surveyor engineer or other officer or officers of the borough council as the case may be at the costs charges and expenses in all respects of the Port Authority and all such reasonable costs charges and expenses as the borough council may be put to by reason of the works of the Port Authority in the execution of the work the preparation or examination of the plans or designs superintendence or otherwise shall be paid to the borough council by the Port Authority on demand and when any new altered or substituted work as aforesaid or any work or defence connected therewith shall be completed by or at the costs charges or expenses of the Port Authority under the provisions of this Act the same shall for ever thereafter be maintained by the Port Authority to the reasonable satisfaction of the surveyor or engineer to the borough council for the time being and subject to the maintenance and use of any such works by the Port Authority according to the extent of their statutory powers or rights in relation thereto such works shall be as fully and completely under the direction jurisdiction and control of the borough council as any other sewers or works which now are or hereafter may be vested in them :

- (B) Except as by this Act expressly authorised nothing in this Act shall tend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the borough council or their successors as successors of the said commissioners but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed :
- (c) If any difference shall arise as to the mode of executing any such work as aforesaid such difference shall be referred to an arbitrator to be agreed upon by the borough council and the Port Authority or failing such agreement to be appointed on the application of either party (after notice in writing to the other

of them) by the Ministry of Transport and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference. A.D. 1920.

475. For the protection of the mayor aldermen and burgesses of the county borough of West Ham (in this section called "the council") as successors of the Commissioners of Sewers for the Havering Dagenham and other levels the following provisions shall unless otherwise agreed in writing between the council and the Port Authority have effect (that is to say):—

For protection of West Ham Corporation as successors of Havering and Dagenham Commissioners of Sewers.

- (A) With respect to any work which under the powers or for the purposes of this Act the Port Authority find it necessary or expedient to construct and which shall pass over under or by the side of or so as to interfere with any river wall or any other defence or works under the jurisdiction or control of the council the Port Authority shall not commence the work until they have given to the council twenty-one days' notice in writing of their intention to commence the same by leaving such notice at the office of the town clerk with plans and sections of the intended work and until the council have signified their approval of the same unless the council by their town clerk fail to signify their approval or their disapproval or other directions within twenty-one days after the service of the notice and delivery of the plans and sections and the Port Authority shall comply with and conform to all the reasonable directions and regulations of the council in the execution and subsequent maintenance of every or any such work and shall provide by new altered or substituted works in such manner as the council require for the proper protection of and for preventing injury or impediment to any river wall or any other defences and works by or by reason of the intended work or any part thereof and shall save the council harmless against all and every the expense to be occasioned thereby and every such work as aforesaid shall be executed by the Port Authority under the superintendence of the surveyor engineer or other officer or officers of the council as the case may be at the

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costs charges and expenses in all respects of the Port Authority and all such reasonable costs charges and expenses as the council may be put to by reason of the works of the Port Authority whether in the execution of the work the preparation or examination of plans or designs superintendence or otherwise shall be paid to the council by the Port Authority on demand :

- (B) Any new altered or substituted work as aforesaid or any work or defence connected therewith when completed by or at the costs charges or expenses of the Port Authority under the provisions of this Act and every work constructed under the powers or for the general purposes of the Port Authority and their predecessors in title and now in fact maintained by or at the expense of the Port Authority or to be constructed under the powers or for the purposes of the London and India Docks Company (New Works) Act 1901 and now or hereafter under the direction jurisdiction and control of the council as successors of the said commissioners of sewers shall for ever be maintained by the Port Authority to the reasonable satisfaction of the surveyor or engineer to the council for the time being and subject to the maintenance and use of any such works by the Port Authority according to the extent of their statutory powers or rights in relation thereto such works shall be as fully and completely under the direction jurisdiction and control of the council as any other sewers or works which now are or hereafter may be vested in them :
- (c) Except as by this Act expressly authorised nothing in this Act shall tend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the council but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed :
- (D) If any difference shall arise as to the mode of executing any such work as aforesaid such difference shall be referred to an arbitrator to be agreed upon by the council and the Port Authority or failing such agreement to be appointed on the application of either

party (after notice in writing to the other of them) A.D. 1920.
by the Ministry of Transport and subject as afore-
said the provisions of the Arbitration Act 1889 shall
apply to any such reference.

476. For the protection of the commissioners of sewers for the several levels and marsh grounds lying and being within the limits between Rainham Bridge and Mucking Mills and the meadow grounds between Childerditch and Purfleet Mills in the county of Essex (in this section referred to as "the commissioners") the following provisions shall unless otherwise agreed in writing between the commissioners and the Port Authority have effect (that is to say):—

For protec-
tion of Rain-
ham Level
Commis-
sioners.

- (1) In those parts of any docks or other works which the Port Authority may under the powers of this Act construct in or upon any levels marsh or meadow grounds or upon or through any river-wall or embankment within the said limits the Port Authority shall make leave and construct such alterations or diversions of such river-walls and embankments of such height and width and in such positions as shall to the reasonable satisfaction of the commissioners be sufficient to prevent the inflow of any tidal water over any such levels marsh or meadow grounds or the lands adjoining the same:
- (2) The Port Authority shall at all times at their own expense maintain leave and keep in perfect condition and repair all such alterations or diversions or river-walls or embankments as aforesaid and all such alterations or diversions of river-walls or embankments as have before the passing of this Act been made left or constructed by the Port Authority or their predecessors in title:
- (3) The deviation of the main drain of the commissioners in the parishes of Grays Thurrock Little Thurrock and Chadwell in the county of Essex (made in connexion with the construction of the Tilbury Dock of the Port Authority) and all such alterations of river-walls or embankments as aforesaid shall be and remain for ever under the jurisdiction and control and within the view and management of the commissioners to all intents and purposes whatsoever Provided that

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if at any time any obstruction or injury shall be caused or happen to the said works of the commissioners or any of them by reason of any work or act of the Port Authority such obstruction or injury shall forthwith be removed or repaired by the Port Authority or by the Commissioners if they think fit at the cost of the Port Authority such cost to be recoverable by the commissioners in any court of competent jurisdiction :

(4) The Port Authority shall not under the powers of this Act divert alter or interfere with any channels walls or other works of the commissioners except with their consent in writing and subject to such reasonable conditions as the commissioners may prescribe :

(5) If any difference shall arise between the commissioners and the Port Authority under the provisions of this section such difference shall be referred to and determined by an arbitrator to be agreed upon between them or failing such agreement to be appointed on the application of either party (after notice in writing to the other of them) by the Ministry of Transport and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference.

Reservation
of general
Railway
Acts.

477. Nothing in this Act shall exempt the Port Authority or their railways from the provisions of any general Act relating to railways or the better or more impartial audit of the accounts of railway companies passed before or after the commencement of this Act or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised to be taken by the Port Authority.

Saving of
general
Acts.

478. Nothing in this Act contained shall exempt the Port Authority or the docks and works from the provisions of the Merchant Shipping Act 1894 or any general Act relating to docks or dues on shipping or on goods carried in ships already passed or to be passed during the present or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the dues leviable by the Port Authority.

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479. Nothing in this Act shall affect the right of any council or other authority or any person represented on the Port Authority to be heard against any Bill Provisional Order or order promoted or applied for by the Port Authority.

A.D. 1920.
Saving of
rights to be
heard
against Bills
&c.

480. The costs charges and expenses preliminary to and of and incidental to the preparing applying for obtaining and passing of this Act shall be defrayed by the Port Authority out of the port fund.

Costs of Act

A.D. 1920.

The SCHEDULES.

FIRST SCHEDULE.

DESCRIPTION OF LIMITS OF THE PORT OF LONDON.

The limits of the Port of London shall commence at an imaginary straight line (in this Act referred to as "the landward limit of the Port of London") drawn from 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 to high-water mark on the Surrey bank of the river immediately opposite the first-mentioned point and extend down both sides of the River Thames to an imaginary straight line (in this Act referred to as "the seaward limit of the Port of London") drawn from the pilot mark at the entrance of Havengore Creek in the county of Essex to the Land's End at Warden Point in the Isle of Sheppey in the county of Kent and shall include all islands rivers streams creeks waters watercourses channels harbours docks and places within the before-mentioned limits contained and all places which under any Act of Parliament are to be deemed to be within the Port of London but shall not include any part of the River Medway above the seaward limit of the jurisdiction of the conservators of the River Medway or any part of the River Swale or any part of the River Lee or Bow Creek within the jurisdiction of the Lee Conservancy Board or any part of the Grand Junction Canal.

SECOND SCHEDULE.

CONSTITUTION OF PORT AUTHORITY.

PART I.

PROVISIONS AS TO PROCEEDINGS AT MEETINGS OF PORT AUTHORITY.

(1) At every meeting of the Port Authority the chairman if present shall preside. If the chairman is absent the vice-chairman if present shall preside. If both the chairman and vice-chairman are absent such other member as the members then present choose shall preside.

(2) Every question at a meeting of the Port Authority shall be decided by a majority of votes of the members of the Port Authority present and voting on that question and in the case of equality of votes the person presiding at the meeting shall have a second or casting vote.

(3) The quorum of the Port Authority shall be one-third of the whole number of the Port Authority.

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(4) The Port Authority may appoint such and so many committees either of a general or special nature and consisting of such number of persons and either wholly or partly of members of the Port Authority as they think fit for any purposes which in the opinion of the Port Authority would be better regulated and managed by means of committees and may delegate with or without any restrictions or conditions as they may think fit any of their powers or duties except any power of raising money and except any powers of fixing or varying any dues and except any power of making any application to Parliament or to the Ministry of Transport in respect of any such dues to any committee of the Port Authority so appointed and the provisions of section eighty-two of the Local Government Act 1888 with respect to proceedings of committees of county councils shall apply to committees of the Port Authority as if they were committees of a county council provided that a majority of the members of every committee shall be members of the Port Authority. A.D. 1920.

(5) A minute of the proceedings of the Port Authority or of a committee thereof signed at the same or the next ensuing meeting by a member of the Port Authority or committee describing himself as or appearing to be chairman of the meeting at which the minute is signed shall be received in evidence without further proof.

(6) Until the contrary is proved every meeting in respect of the proceedings whereof a minute has been so made shall be deemed to have been duly convened and held and all the members of the meeting shall be deemed to have been duly qualified and where the proceedings are proceedings of a committee the committee shall be deemed to have been duly constituted and to have had power to deal with the matter referred to in the minutes.

(7) Subject to the provisions of this Act the Port Authority may regulate their own procedure.

(8) No act or proceeding of the Port Authority shall be questioned on account of any vacancy in their body or on account of the election or appointment of any member having been defective.

PART II.

PROVISIONS AS TO QUALIFICATIONS OF CHAIRMAN VICE-CHAIRMAN AND OTHER MEMBERS.

(1) A person shall be disqualified for being appointed or being chairman or vice-chairman or being elected or appointed or being a member of the Port Authority if he—

- (A) Is not a British subject resident in the United Kingdom; or
- (B) Holds any paid office under the Port Authority save as permitted by this Act; or
- (C) Is concerned in any bargain or contract entered into with the Port Authority or participates in the profit of any such bargain

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or contract or of any work done under the authority of the Port Authority :

Provided that a person shall not be disqualified for being appointed or being chairman or vice-chairman or being elected or appointed or being a member by reason of being interested—

- (i) In the sale or lease of any lands or in any loan of money to the Port Authority or in any contract with the Port Authority for the supply from land of which he is owner or occupier of materials for work being done by or under the authority of the Port Authority; or
- (ii) In any newspaper in which any advertisement relating to the affairs of the Port Authority is inserted; or
- (iii) In any bargain or contract with the Port Authority or made in the ordinary course of the dock or warehousing business of the Port Authority.

(2) A person shall be disqualified for being chairman vice-chairman or other member of the Port Authority if he is convicted either on indictment or summarily of any crime and sentenced to imprisonment with hard labour without the option of a fine or to any greater punishment or is adjudged bankrupt or makes a composition or arrangement with his creditors.

(3) If any member of the Port Authority appointed by the London County Council or the corporation who at the date of his appointment was a member of the appointing authority ceases for three months to be a member of that authority he shall at the end of that period vacate his office as member of the Port Authority and if any member of the Port Authority appointed by the London County Council or the corporation who at the date of his appointment was not a member of the appointing authority becomes a member of that authority he shall forthwith vacate his office as member of the Port Authority.

(4) If the chairman vice-chairman or any other member is absent from meetings of the Port Authority for more than six months consecutively except for some reason approved by the Port Authority he shall on the expiration of those months vacate his office.

(5) Where the chairman vice-chairman or other member becomes disqualified for holding office or vacates his office from absence or otherwise the Port Authority shall forthwith declare the office to be vacant and shall notify the fact in such manner as they think fit and thereupon the office shall become vacant.

PART III.

PROVISIONS AS TO TENURE OF OFFICE CASUAL VACANCIES &C.

(1) Subject to the provisions of this schedule the term of office of a member of the Port Authority shall be three years and the term of office of the chairman and vice-chairman shall be three years.

(2) On the first day of April nineteen hundred and twenty-two and on the first day of April in every third year thereafter all the elected and appointed members of the Port Authority shall go out of office and their places shall be filled by new elections and new appointments to be held and made at such times as may be fixed by an order made by the Ministry of Transport but a person going out of office may if otherwise qualified be re-elected or re-appointed.

(3) The first business at the first meeting of the Port Authority after the first day of April nineteen hundred and twenty-two and at the first meeting after the first day of April in every third year thereafter shall be the new appointment of a chairman and vice-chairman but a person going out of office may if otherwise qualified be re-appointed and a chairman or vice-chairman shall continue in office until his successor is appointed.

(4) On a casual vacancy occurring in the Port Authority by reason of the death resignation disqualification or absence of a member or otherwise the vacancy shall be filled—

(A) In the case of an elected member by a member co-opted by the remaining elected members of the Port Authority at a meeting of those members specially summoned for the purpose;

(B) In the case of an appointed member by a member appointed by the authority by whom the vacating member was appointed:

And the person so co-opted or appointed shall hold office until the time when the person in whose place he is co-opted or appointed would have regularly gone out of office and shall then go out of his office.

(5) On a vacancy occurring or being about to occur in the office of an appointed member the clerk or secretary of the Port Authority shall immediately give notice to the authority by which the vacancy is to be filled.

(6) On a person being elected or appointed a member the returning officer or the appointing authority as the case may be shall forthwith give notice of the election or appointment to the Port Authority.

(7) The appointment of a member to be chairman or vice-chairman shall not create a casual vacancy.

(8) On a casual vacancy occurring in the office of chairman or vice-chairman of the Port Authority by reason of the death resignation disqualification or absence of the chairman or vice-chairman or otherwise the person appointed in his place shall hold office until the time when the person in whose place he is appointed would regularly have gone out of office and shall then go out of office.

PART IV.

PROVISIONS AS TO ELECTIONS OF ELECTED MEMBERS.

(1) Subject to the provisions of this Act elections of elected members shall be held at such times and in such manner and in accordance with

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A.D. 1920. such regulations as the Ministry of Transport may by order direct and those regulations may contain all things necessary preliminary or incidental to the election and may determine the manner in which and the persons by whom any claim to be entered on the register of voters or nomination or voting papers or other documents in connexion with the election of elected members of the Port Authority shall be made or signed in the case of any company or firm or association or body of persons whether partners or otherwise who are payers of rates or occupiers of wharfs quays warehouses or granaries adjoining the Port of London or owners of river craft as the case may be :

Provided that in prescribing the manner in which elections are to be conducted and votes are to be recorded the Ministry of Transport shall have regard to the desirability of elections being so conducted and votes being so recorded whether by allowing the voter to record a vote for a number of candidates in order of preference or otherwise as to secure that so far as possible the several interests concerned shall be adequately represented on the Port Authority.

(2) The regulations may provide that (subject to duly qualified candidates presenting themselves) the elected members shall include as nearly as may be an equal number of persons whose principal business is or has been mainly connected with vessels and persons whose principal business is or has been mainly connected with goods.

(3) A register shall be formed and revised at such times in such manner and in accordance with such regulations as the Ministry of Transport may by order direct comprising payers of rates wharfingers and owners of river craft.

(4) The register for the time being in force shall be conclusive evidence that the persons named therein and no others are entitled to vote at an election and that those persons respectively are entitled to the number of votes stated therein.

(5) Subject to the provisions of this schedule every person shall be entitled to have his name entered on the register as a payer of rates who is resident in the United Kingdom and has on his own account during the preceding financial year paid to the Port Authority rates amounting in the aggregate to not less than ten pounds.

The expression "the preceding financial year" where used in this Act in relation to the formation of the register of voters shall be deemed to mean the period of twelve months ending on the thirty-first day of October preceding the date of the election of elected members of the Port Authority next ensuing or such other period as the Ministry of Transport may by regulation prescribe.

(6) Subject to the provisions of this schedule every person shall be entitled to have his name entered on the register as a wharfinger who is resident in the United Kingdom and was on the prescribed date the

[10 & 11 GEO. 5.] *Port of London (Consolidation) [Ch.[clxxiii.] Act, 1920.*

occupier of a wharf quay warehouse or granary adjoining the Port of London mainly used for warehousing the goods imported into the Port of London of persons other than the occupier of such premises the rateable value of which is not less than fifty pounds. A.D. 1920.

(7) Subject to the provisions of this schedule every person shall be entitled to have his name entered on the register as an owner of river craft who is resident in the United Kingdom and was on the prescribed date the owner of such a craft.

(8) Subject to the provisions of this schedule each person whose name is entered on the register shall at any election of members to be elected by payers of rates wharfingers and owners of river craft be entitled to give one or more votes according to the following scales :—

(A) In the case of a person entered on the register as a payer of rates—

£	£	Votes
Where the dues amount to 10 but do not amount to 25	...	1
" " " 25	" "	50 ... 2
" " " 50	" "	100 ... 3
" " " 100	" "	200 ... 4
" " " 200	" "	400 ... 5
" " " 400	" "	800 ... 6
" " " 800	" "	1,500 ... 7
" " " 1,500	" "	3,000 ... 8
" " " 3,000	" "	5,000 ... 9

and for every additional 2,000*l.* over 5,000*l.* one vote so however that the total number of votes to which any one payer of rates is entitled shall not exceed fifty :

(B) In the case of a person entered on the register as a wharfinger—
Where the rateable value of the premises amounts to—

£	£	Votes
50 but does not amount to	125	... 1
125 " "	250	... 2
250 " "	500	... 3
500 " "	1,000	... 4
1,000 " "	1,500	... 5
1,500 " "	2,000	... 6
2,000 " "	3,000	... 7
3,000 " "	4,000	... 8
4,000 " "	5,000	... 9

Where the rateable value amounts to 5,000*l.* or over 10 votes.

(c) In the case of a person entered on the register as an owner of river craft.

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Where the number of craft owned amounts to—

				Votes
1 but does not amount to	10	...		1
10	„	„	30	2
30	„	„	50	3
50	„	„	100	4
100	„	„	150	5
150	„	„	200	6
200	„	„	300	7
300	„	„	400	8
400	„	„	500	9

Where the number of craft owned amounts to 500 or over 10 votes.

(9) Subject to the provisions of this schedule the persons entitled to vote at an election of a member to be elected by wharfingers shall be the persons entered upon the register as wharfingers and no others and at such an election each person shall be entitled to give one or more votes according to the scale hereinbefore contained.

(10) Where a wharfinger is the occupier of two or more premises separately assessed he shall be entitled to be entered on the register and to vote in respect of each of such premises in like manner as if as respects each of such premises he were a separate person.

(11) Where a person possesses more than one qualification he shall be entitled to be entered on the register and to vote in respect of each such qualification in like manner as if as respects each such qualification he were a separate person.

(12) If at any time it appears to the Ministry of Transport that as a result of the qualifications and scales of votes fixed by this schedule the voting power of any voters or class of voters is disproportionate or inadequate having regard to their interest in the Port of London the Ministry may by Provisional Order make such variations in those qualifications or scales of votes as may seem to them to be just and may provide for different qualifications and different scales of votes for different classes of payers of rates.

(13) All proper expenses of or incidental to the formation or revision of the register or of or incidental to an election of an elected member shall subject to any regulations in any order of the Ministry of Transport made under this part of this schedule be defrayed by the Port Authority.

(14) The Port Authority shall not themselves be entitled to be entered or to appoint any person to be entered on the register in respect of any qualification possessed by the Port Authority.

(15) Any forms provided or sanctioned by the Port Authority for use in connexion with the payment of any rates shall contain a column for the insertion therein of the name and address of the person on whose account the rates are paid :

Where rates paid by any person are paid by him on behalf of any other person and are directly recoverable by him from that other person that other person shall if he so requires be entered as the person by whom and on whose account the rates are paid : A.D. 1920.

Provided that where the owner or master of a ship or a public wharfinger has in pursuance of this Act paid rates on goods on behalf of some other person the rates shall for the purposes of this schedule be deemed to have been paid by and on account of such other person.

Subject as aforesaid the person by whom the rates are paid shall for the purposes of this schedule be deemed to be the person on whose account they are paid.

(16) For the purposes of this schedule " rates " shall not include fees in respect of the registration or licensing of craft and boats but shall include payments in commutation of dues.

THIRD SCHEDULE.

REPEALS.

PART I.

ACTS RELATING TO THE EAST AND WEST INDIA DOCK COMPANY.

Session and Chapter.	Short Title.
9 Geo. IV. c. xcv. - -	East India Dock Act 1828.
1 & 2 Will. IV. c. lii. -	West India Dock Act 1831.
5 & 6 Will. IV. c. xliv.	East India Dock Act 1835.
1 Viet. c. ix. - - -	East and West India Docks Act 1838.
28 Viet. c. xxx. - - -	East and West India Docks Act 1865.
37 & 38 Viet. c. lix. -	East and West India Dock Company Act 1874.
42 & 43 Viet. c. clxix. -	East and West India Dock Company's Act 1879.
45 & 46 Viet. c. xc. - -	East and West India Dock Company's Ex- tension Act 1882.
46 Viet. c. xxxix. - - -	East and West India Dock Company's Act 1883.
48 Viet. c. xxv. - - -	East and West India Dock Company's Act 1885.
49 Viet. c. xxvi. - - -	East and West India Dock Company's Act 1886.
55 Viet. c. v. - - -	East and West India Dock Company's Act 1892.

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PART II.

ACTS RELATING TO THE LONDON AND ST. KATHARINE DOCKS
COMPANY.

Session and Chapter.	Short Title.
27 & 28 Vict. c. clxxxviii. -	London and St. Katharine Docks Act 1864.
38 & 39 Vict. c. cliii. -	London and St. Katharine Docks Company Act 1875.
41 Vict. c. xxii. - -	London and St. Katharine Docks Act 1878.
45 Vict. c. ii. - -	London and St. Katharine Docks Act 1882.
47 Vict. c. xv. - -	London and St. Katharine Docks Company Act 1884.

PART III.

ACTS RELATING TO THE LONDON AND INDIA DOCKS JOINT COMMITTEE.

51 & 52 Vict. c. cxliii. -	London and St. Katharine and East and West India Docks Act 1888.
55 & 56 Vict. c. cxxxi. -	London and India Docks Act 1892.

PART IV.

ACTS RELATING TO THE LONDON AND INDIA DOCKS COMPANY.

63 & 64 Vict. c. cxi. -	London and India Docks Amalgamation Act 1900.
1 Edw. VII. c. ccxxvii. -	London and India Docks Company (New Works) Act 1901.
2 Edw. VII. c. ccxliii. -	London and India Docks Company (Various Powers) Act 1902.
4 Edw. VII. c. ccxviii. -	London and India Docks Company Act 1904.

PART V.

ACTS RELATING TO THE SURREY COMMERCIAL DOCK COMPANY.

27 Vict. c. xxxi. - -	Surrey Commercial Dock Act 1864 except Schedule B.
57 & 58 Vict. c. lxxvii. -	Surrey Commercial Dock Act 1894.
62 Vict. c. xviii. - -	Surrey Commercial Dock Act 1899.
4 Edw. VII. c. ccii. - -	Surrey Commercial Dock Act 1904.

PART VI.

ACTS RELATING TO THE MILLWALL DOCK COMPANY.

27 & 28 Vict. c. cclv. -	Millwall Canal Wharfs and Graving Docks Act 1864.
29 & 30 Vict. c. ccxxiii. -	Millwall Canal Act 1866.
33 Vict. c. xx. - -	Millwall Dock Act 1870.
42 & 43 Vict. c. lxxvii. -	Millwall Dock Act 1879.

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

Session and Chapter.	Short Title.	A.D. 1920.
45 Vict. c. xxxvi. - -	Millwall Dock Act 1882.	—
50 Vict. (Sess. 2) c. xxvii.	Millwall Dock Act 1887.	
59 Vict. c. ix. - -	Millwall Dock Act 1896.	
62 & 63 Vict. c. clxiii. -	Millwall Dock Act 1899.	
6 Edw. VII. c. vii.-	Millwall Dock Act 1906.	

PART VII.

ACTS RELATING TO THE PORT OF LONDON AUTHORITY.

8 Edw. VII. c. 68. -	Port of London Act 1908 except section 60 and the Seventh and Eighth Schedules so far as still in force and operative.
10 Edw. VII. & 1 Geo. V. c. xcix.	Port of London (Registration of Craft) Order Confirmation Act 1910.
10 Edw. VII. & 1 Geo. V. c. c.	Port of London (Port Rates on Goods) Provisional Order Act 1910.
1 & 2 Geo. V. c. xxvii.-	Port of London Act 1911.
1 & 2 Geo. V. c. clxv. -	Port of London (First Election of Members) Provisional Order Act 1911.
2 & 3 Geo. V. c. lii. -	Port of London Act 1912.
4 & 5 Geo. V. c. xviii. -	Port of London (Amendment) Act 1914.
5 & 6 Geo. V. c. lv. -	Port of London Act 1915.
7 & 8 Geo. V. c. xliv. -	Port of London Act 1917.

PART VIII.

ACTS RELATING TO THE THAMES CONSERVANCY. .

57 & 58 Vict. c. clxxxvii.	Thames Conservancy Act 1894.
5 Edw. VII. c. cxviii. -	Thames Conservancy Act 1905.

PART IX.

22 & 23 Vict. c. cxxxiii.	The Watermen's and Lightermen's Amendment Act 1859 except sections 1 2 3 8 10 to 16 inclusive 18 to 23 inclusive 25 26 27 42 46 47 to 51 inclusive 53 84 85 and 102.
56 & 57 Vict. c. lxxxi. -	The Thames Watermen's and Lightermen's Act 1893.

A.D. 1920.

FOURTH SCHEDULE.

SECTIONS AND PROVISIONS OF THE LONDON AND INDIA DOCKS
ACTS WHICH BY THE FOREGOING ACT ARE SAVED FROM BEING
REPEALED AND ARE INCORPORATED HEREWITH.

THE LONDON AND INDIA DOCKS COMPANY (NEW WORKS) ACT 1901.

Power to
make works.

Part of section 4 Subject to the provisions of this Act the company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the works hereinafter described and may enter upon take and use such of the lands shown on the deposited plans and described in the deposited book of reference as may be required for that purpose The works hereinbefore referred to and authorised by this Act are situate in the counties of Essex and London and are—

- (1) A dock (in this Act called “ the new dock ”) with a lock or entrance from and into the River Thames commencing in the parish of West Ham in the county borough of West Ham in the county of Essex and terminating in the parish of Woolwich in the metropolitan borough of Woolwich in the county of London :
- (2) A pier (No. 1) and a pier (No. 2) respectively commencing at or near the termination of the new dock and terminating in the River Thames :
- (3) A graving dock commencing at or near the commencement of and by a junction with the new dock and extending thence westerly for a distance of twelve chains or thereabouts :
- (4) A cut or passage from the Royal Albert Dock to the new dock.

Power to
make sub-
sidiary
works and to
dredge.

Section 5 In connexion with or for the purposes of the aforesaid works or any of them the company may subject to the provisions of this Act make provide and maintain all necessary and convenient locks gates shipping places wharves quays slips jetties landing places stages rails trams sidings stations platforms ways approaches warehouses sheds buildings cranes hydraulic lifts drops gridirons moorings buoys dolphins culverts gutters sewers drains and other works and conveniences and may scour dredge and deepen the bed shore and soil of the River Thames at or near the works or any of them or any part or parts thereof respectively and may for the purpose of any of the works by this Act authorised cross divert raise lower alter or stop up temporarily or permanently all ways footpaths streams watercourses drains culverts and pipes within the limits of deviation shown on the deposited plans.

Power to
deviate.

Part of section 6 The company in constructing the works shown on the deposited plans may notwithstanding anything in this Act deviate from the lines thereof shown on the deposited plans to any extent within the limits of deviation delineated thereon but not so as to diminish the

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

navigable space of the Thames and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet either upwards or downwards. A.D. 1920.

Section 9 Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the company any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively. Power to take easements &c. by agreement.

Section 11 Subject to the provisions of this Act the docks and works by this Act authorised shall for the purposes of rates rents and dues and for all other purposes be part of the undertaking of the company. New works part of company's undertaking.

Section 20 In constructing the new dock entrance by this Act authorised the company shall for the purpose of enabling the London County Council to continue to carry sewage past the dock form at their own cost two culverts under that entrance of such diameter not being more than five feet six inches as the said council shall require with all necessary penstocks and appliances for protecting and cleansing the same and with proper ascending and descending shafts on either side and all such works shall be thoroughly watertight and constructed of the best materials and workmanship and of the most recent and approved description and the company shall allow the London County Council at all times the free user of the said culverts and works for the passage of sewage and the same shall be repaired and maintained from time to time by the London County Council save and except when any such repair shall be rendered necessary by any failure or defect in the works of the company in which case the needful repairs to the culverts shall be done by the London County Council at the expense of the company. Culverts and works in connexion with London main drainage system.

Section 21—(1) The company shall not commence any of the works referred to in the preceding section or any of the works by this Act authorised which shall or may pass over under or by the side of or so as to interfere with the sewers or rising mains or other works connected therewith of the London County Council until they shall have given to the said council one month's previous notice in writing of their intention to commence the same by leaving such notice at the principal office of the said council with plans sections and specifications thereof as hereinafter defined and until the said council shall have signified their approval of the same unless the said council do not signify their approval disapproval or other directions within twenty-eight days after service of the said plans sections and specifications as aforesaid and the company shall comply with and Works affecting London main drainage system subject to approval of London County Council.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. — conform to all reasonable orders directions and regulations of the said council in the execution of the said works and shall provide by new altered or substituted works in such manner as the said council shall reasonably require for the proper protection of and for preventing injury or impediment to the said sewers and rising mains by reason of the intended works or any part thereof and shall save harmless the said council against all expenses to be occasioned thereby and all works referred to in this section shall be done by or under the direction superintendence and control of the engineer or other officer of the said council at the costs charges and expenses in all respects of the company and all costs charges and expenses which the said council may be put to by reason of such works of the company whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the said council by the company on demand and when any new altered or substituted works as aforesaid or any works of defence connected therewith shall be completed by or at the costs charges or expenses of the company under the provisions of this Act the same shall thereafter be as fully and completely under the direction jurisdiction and control of the said council as any sewers rising mains or works now or hereafter may be.

(2) The plans to be submitted to the said council for the purposes of this Act shall be detailed plans drawings sections and specifications describing the exact position and manner in which and the level at which the works are proposed to be constructed and shall accurately describe the position of all sewers and rising mains of the said council within the limits of deviation shown on the deposited plans (for which purpose the said council shall allow the company access to plans in their possession and to any sewers or rising mains in order to enable the company to obtain sufficient information) and shall comprise detailed drawings of any alteration which the company may propose to make in any such sewer or rising main or works connected therewith.

(3) The said council may require such modifications to be made in the said plans drawings sections and particulars as may be reasonably necessary to secure the sewers rising mains and drainage system of London under the jurisdiction and control of the said council against interference or risk of damage and to provide and secure a proper and convenient means of access to the said sewers or works connected therewith.

(4) As regards any work in respect of which the company are under the provisions of the preceding subsections of this section required to submit plans and sections to the said council the council may require the company in constructing such works to make any reasonable deviation within the limits prescribed by this Act from the line or levels shown upon such plan or section for the purpose of avoiding injury or risk of injury to the sewers or rising mains of the said council and the company shall in constructing such works deviate accordingly.

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

Section 22—(1) The company shall be liable to make good all injury or damage caused by or resulting from any of their works or operations to any sewers rising mains drains or works vested in the London County Council and the said council shall from time to time have power to recover the amount thereof from the company in any court of competent jurisdiction.

A.D. 1920.
—
Damage to
sewers and
drainage
works of
London
County
Council to be
made good.

(2) The approval of the said council of any plans or superintendence by the said council of any work under the provisions of this section shall not exonerate the company from any liability or affect any claim or damages under this section or otherwise.

Section 23 The London County Council shall at all times have full free and uninterrupted access for themselves their engineer surveyor workmen or agents with horses carts waggons machinery and other articles and things along the line of their rising main and works connected therewith into over and across any land of the company in which such mains or works may be laid for all purposes connected with the inspection maintenance alteration or repair thereof.

Access to
lands in
which rising
main and
works will
be situate.

Section 24 Any additional cost to which the London County Council may be put in consequence of the construction of the new dock and works by this Act authorised in the maintenance or management of the rising mains through which their sewage is pumped to the Barking Outfall Works from North Woolwich and from East and West Ham and in the pumping of sewage through the same shall be defrayed and made good from time to time to the London County Council by the company and any difference between the said council and the company as to the amount of such additional cost shall be determined by arbitration.

Additional
cost of pump-
ing &c.

Section 25 Subject to the express provisions of the section of this Act of which the marginal note is "Provisions for East Ham Urban District Council and council of metropolitan borough of Woolwich" as regards any bridges therein mentioned the company shall not execute or commence the erection of any bridge in the county of London such bridge being within the limits of deviation shown on the said deposited plans and not being a bridge constructed within the premises of the company either exclusively or primarily for the purposes of their own business requirements until they shall have given to the London County Council twenty-one days' notice in writing of their intention to commence the same by leaving such notice at the offices of the council with plans elevations sections and other necessary particulars of the construction of the said bridge and until the council shall have signified their approval of the same unless the council fail to signify such approval or their disapproval or other directions within twenty-one days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the company shall comply with and conform to all reasonable directions and regulations of the council in the execution and subsequent maintenance of every such

Plans of
bridges to be
submitted to
London
County
Council.

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.] Act, 1920.*

A.D. 1920. bridge and the works connected therewith and shall save harmless the council against all and every expense to be occasioned thereby and all such works shall be done to the reasonable satisfaction of the engineer or other officer of the council at the costs charges and expenses in all respects of the company and all costs charges and expenses which the council may be put to by reason of the works of the company whether in the execution of the works the preparation or examination of plans and designs superintendence or otherwise shall be paid to the council by the company on demand.

Saving provisions of certain Acts.

• Section 26 In the execution of any works under the powers of this Act and in the exercise of any powers conferred by this Act the company shall be subject to the provisions of section 17 of the Metropolis Management (Thames River Prevention of Floods) Amendment Act 1879 and shall also be subject to such of the provisions of the London Building Act 1894 as are applicable to dock companies.

Provisions for East Ham Urban District Council and council of metropolitan borough of Woolwich.

Part of section 27—(1) The company shall make and complete the diversion of the roadway known as the Woolwich Manor Way (now situate partly in the county of London and partly in the county of Essex) along the line and levels as shown on the deposited plans and sections and the said works shall be completed fenced and provided with the means of being lighted and the roadway paved with macadam kerbed channelled and surface drained and with footpaths paved with artificial stone in all respects to the reasonable satisfaction of the council of the metropolitan borough of Woolwich and the East Ham Urban District Council Provided that upon such diversion being completed in manner aforesaid so much of the site of the existing road as lies to the north of Staveley Road together with the gas standards shall become the property of the company The diverted roadway shall be of a clear width throughout of not less than fifty feet and shall be carried over the entrance to the new dock by means of a swing bridge upon which there shall be two roadways of a clear width of eight feet six inches each and two paths of a clear width of six feet each.

The intersection of the diverted roadway shall be rounded off in such a manner as to form curves and not angles to the satisfaction of the council of the metropolitan borough of Woolwich.

The diverted roadway shall be maintained and kept in repair and the necessary scavenging and watering done by and at the expense of the company for a period of five years calculated from the date of the same being opened for public traffic and at the expiration of that period the company shall pay to the council of the metropolitan borough of Woolwich a lump sum of one thousand pounds in respect of the future expense of maintaining and keeping the said diverted roadway in repair and the said road shall thereafter be maintained and kept in repair scavenged and watered by and at the expense of the said council of the metropolitan borough of Woolwich.

The company shall not interfere with any part of the existing road (except so far as may be reasonably necessary for temporary purposes and then only upon providing a reasonably satisfactory temporary substituted road) until they shall have so far completed the said diversion as to render the same fit for carrying traffic with safety and reasonable facility to the public to the reasonable satisfaction of the London County Council the council of the metropolitan borough of Woolwich and the East Ham Urban District Council. A.D. 1920.

(2)--(A) The swing bridge over the entrance to the new dock shall not be open at any one time so as to prevent traffic passing over the same for more than twenty minutes :

(B) The existing swing bridge by means of which the Woolwich Manor Way is carried over the cut between the Albert Dock and the Albert Dock Basin shall not be opened so as to allow the passage at any one time of more than one large vessel with its attendant tug or tugs through the cut except when danger to shipping would be caused by the closing of such bridge immediately after the passage through the said cut of any such large vessel with its attendant tug or tugs :

(c) The said existing swing bridge shall not be open at any one time so as to allow the passage through the said cut of tugs (not being attendant at the time upon a large ship) or barges or other small craft for more than fifteen minutes :

(D) Both the said bridges shall be provided by the company with sufficient lights and warning lights to the satisfaction of the council of the metropolitan borough of Woolwich.

(3) If and whenever at any time either of the said bridges shall be kept open contrary to the provisions of subsection (2) the company shall be liable to a penalty of twenty pounds and a continuing penalty of one pound for each period of five minutes in excess of the time prescribed during which the bridge shall have been kept open but so that the maximum penalty recoverable on any one occasion shall not in any event exceed the sum of fifty pounds. Such penalty shall be recoverable by either of the said local authorities before a court of summary jurisdiction. Provided that the court may reduce such penalty or decline to impose any penalty if satisfied that the default was due to circumstances beyond the control of the company or was not attributable to any negligence on their part.

(5) The bridge for carrying the Woolwich Manor Way over the entrance to the new dock shall be so constructed as to leave a clear headway thereunder of fourteen feet above Trinity high-water mark.

(6) The company shall construct and maintain a sufficient footway six feet in width for foot passengers across each of the lock gates of the new dock and shall always allow access for foot traffic to one at least of such footways at such times as owing to the closing of the swing bridge traffic is prevented from passing over the same.

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]
Act, 1920.*

A.D. 1920.

(8) Before the company commence the diversion of the Woolwich Manor Way they shall pay to the East Ham Urban District Council a sum of three hundred pounds and to the council of the metropolitan borough of Woolwich a sum of two hundred pounds towards the expenditure already incurred by them upon the existing Manor Way.

(9)—(A) If the effect of the construction of the new dock and works by this Act authorised would but for this section be to convert any of the following existing streets in the county of London into a cul de sac (viz.) Kennard Street Rhea Street Winifred Street and Auberon Street the company shall make on their own land such a connecting road or connecting roads of not less than forty feet in width as shall be reasonably necessary to prevent that result :

(B) If and whenever the following existing streets in the urban district of East Ham (viz.) High Street and Claremont Street shall both be extended northward to the boundary of the company's property and if any such street when so extended would but for this section be converted into a cul de sac in consequence of the construction of the new dock and works by this Act authorised the company shall make on their own land such a connecting road of not less than forty feet in width as shall be reasonably necessary to prevent that result :

(C) If and whenever the existing street called Glenister Street in the said urban district of East Ham shall be extended northward to the boundary of the company's property and if upon such extension being made or at any time thereafter as the case may be the result of the construction of the new dock and works by this Act authorised would but for this section be to convert Glenister Street as so extended into a cul de sac the company shall construct upon their own land a road of not less than forty feet in width connecting the northern end of Glenister Street with Storey Street so as to prevent Glenister Street from becoming a cul de sac.

(10) The company shall fence and maintain fencing along the whole length of any public roadway within the metropolitan borough of Woolwich which abuts upon their property such fencing to be to the satisfaction of the council of the metropolitan borough of Woolwich.

(11) The company shall not stop up destroy or otherwise interfere with any ditches sewers sluices or footpaths within the metropolitan borough of Woolwich without either first obtaining the consent in writing of the council of the metropolitan borough of Woolwich to do so or providing a sufficient substitute to the reasonable satisfaction of that council.

(12) Any difference that may from time to time arise as regards the interpretation of any part of this section or the rights or obligations of the company the East Ham Urban District Council the council of the metropolitan borough of Woolwich and the London County Council or any of them thereunder (including any difference between all or any of the said councils inter se as regards any matter to be approved decided or required

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

by the said three councils or any two of them jointly under any of the provisions of this section) shall be determined by an arbitrator appointed by the Board of Trade on the application of the company or of any of the said three public bodies and except so far as the appointment of the arbitrator is concerned such arbitration shall be governed by the provisions of the Arbitration Act 1889.

A.D. 1920.

Section 28 Where any of the intended works to be done under or by virtue of this Act shall or may pass over under or by the side of or so as to interfere with any river sewer drain watercourse river wall defence or work under the jurisdiction or control of the commissioners of sewers for the levels of Havering and Dagenham Ripple Barking East Ham Leyton and Walthamstow in the respective counties of Essex Middlesex and Kent (hereinafter called "the commissioners") or may in any way affect the drainage of the districts under their control the company shall not commence such works until they shall have given to the commissioners fourteen days' notice in writing of their intention to commence the same by leaving such notice at the office of the clerk of the commissioners with plans elevations sections and other necessary particulars of the construction of the said works and until the commissioners shall have signified their approval of the same unless the commissioners fail to signify such approval or their disapproval or other directions within fourteen days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the company shall comply with and conform to all reasonable directions and regulations of the commissioners in the execution and subsequent maintenance of the said works and shall provide by new altered or substituted works in such manner as the commissioners may deem necessary for the proper protection of and for preventing injury or impediment to the rivers sewers drains river walls and other works hereinbefore referred to by or by reason of the said intended works or any part thereof and shall save harmless the commissioners against all and every the expense to be occasioned thereby and all such works shall be done under the superintendence and to the reasonable satisfaction of the surveyor engineer or other officer or officers of the commissioners as the case may be at the costs charges and expenses in all respects of the company and all costs charges and expenses which the commissioners may be put to by reason of the works of the company whether in the execution of works the preparation or examination of plans or designs or superintendence by the commissioners' officers shall be paid to the commissioners by the company on demand and when any new work as aforesaid or any works or defence connected therewith shall be completed by or at the costs charges or expenses of the company under the provisions of this Act the same shall ever thereafter be maintained by the company to the reasonable satisfaction of the surveyor or engineer to the commissioners for the time being and the said works shall be as fully and completely under the direction jurisdiction and control of the commis-

For protection of works of Havering Dagenham &c. Commissioners of Sewers.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. sioners as any sewers or works now are or hereafter may be and nothing in this Act shall extend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the commissioners or any or either of them or of their successors but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed Provided that if any dispute shall arise as to the mode of executing any such works as aforesaid such matter or difference shall be referred to an arbitrator to be appointed by the Board of Trade.

For protec-
tion of East
London
Waterworks
Company.

Section 29 Whereas the making of the dock extension and of the alteration of the line and levels of the Woolwich Manor Way and works in connexion therewith will intersect or otherwise interfere with a main or pipe (in this section called "the existing main") laid down and maintained in the Woolwich Manor Way by the East London Waterworks Company (in this section called "the water company") and now in use by them for the purpose of their water supply the following provisions shall (unless otherwise agreed between the company and the water company) have effect :—

- (A) In diverting the Woolwich Manor Way the company shall make by the laying down of another continuous main or pipe or line of pipes and other works (in this section called "the permanent substituted main") in a proper and convenient position or by such other means as shall be reasonably satisfactory in all respects to the engineer of the water company (who and the engineer for the time being of the water company is in this section hereinafter called "the water engineer") or in case of difference shall be determined by arbitration as hereinafter mentioned and generally in such manner as shall be effectual due and sufficient provision for the conveyance and supply of water by the water company in as full and effectual a manner as water is now conveyed and supplied by the existing main and works connected therewith Provided that the permanent substituted main shall be throughout of a diameter in the inside of not less than fifteen inches and of such strength as shall be satisfactory in all respects to the water engineer or in case of difference as shall be determined by arbitration as hereinafter mentioned and the permanent substituted main shall be laid along such route as shall be mutually agreed upon or in case of difference determined by arbitration at a depth of three feet under the surface and in each of the side walls of the dock passage in a perpendicular shaft of brick or concrete of not less than six feet internal diameter to be constructed within or in the rear of the side wall down to the level of the chase or trough next hereinafter mentioned and in the bottom of the said passage between the two side walls in an open horizontal chase or trough to be made in a solid structure of brick or concrete

built in the bottom of the said passage and to be not less than four feet six inches wide and two feet six inches deep sufficient to accommodate two lines of mains and two lines of mains shall be fixed in the said shaft and chase by and at the expense in all respects of the company but to the reasonable satisfaction of the water engineer and the permanent substituted main and the shafts and chase or trough shall be at all times thereafter for the exclusive use of the water company except that if required by the company telegraph wires or threads may be laid through them provided that no damage be thereby done to the mains or property of the water company and the same are so laid as to ensure that no damage can thereby be at any time caused to the water company's property :

A.D. 1920.
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- (B) The company shall not commence to alter or interfere with the existing main or any works connected therewith or execute any works whatever over under or affecting the same until all necessary temporary mains pipes and other works shall have been made and completed to the reasonable satisfaction and under the superintendence of the water engineer nor until there shall have been delivered to the water company by the company plans sections drawings and specifications of the works intended to be executed in order to make due compliance with the provisions of subsection (A) and which plans sections drawings and specifications (hereinafter referred to as "plans and specifications") shall show in detail the intended works and shall describe the manner of executing the same and the materials to be used for the purpose Nor until those plans and specifications have been examined and approved in writing under his hand by the water engineer or in the event of his failing to approve the same for one calendar month after the plans and specifications have been delivered to the water company or requiring alterations which the company cannot reasonably agree to until the same have been settled by arbitration as hereinafter mentioned and the same works shall be executed by the company without variation in accordance with the plans and specifications agreed approved or settled as aforesaid and at the sole expense of the company :
- (C) The permanent substituted mains or works connected therewith shall unless the water company agree to any extension of time be entirely completed as hereinbefore provided and in a state fit for use within twelve months after the company shall first interfere with the water company's existing main :
- (D) Unless the permanent substituted main shall be first completed fit for use and to the reasonable satisfaction of the water engineer the company shall at their sole expense in all things before

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]
Act, 1920.*

A.D. 1920:

altering or interfering with the existing main or any works connected therewith or executing any work whatever over under or affecting the same construct and (until such completion as hereinbefore provided) maintain in good working order and condition such temporary mains pipes and works connected therewith as shall be reasonably satisfactory to the water engineer or in case of difference as shall be settled by arbitration as hereinafter provided and as shall conveniently and sufficiently provide for the conveyance and supply of water by the water company in as full and effectual a manner as water is now conveyed and supplied by the existing main and works connected therewith :

- (E) The company shall bear and on demand pay to the water company the reasonable expenses of and incident to the approval of plans and specifications and the superintendence and watching by the water company or their engineer officers or agents during the construction and until the completion of the same of all or any of the works by this Act authorised and by which the existing main or works connected therewith of the water company shall be interfered with and of all or any of the works whether permanent or temporary by this Act required to be constructed for the protection or convenience of the water company :
- (F) If any interruption in the supply of water by the water company shall without their written authority be in any way occasioned by the company or by the act or acts of any of their contractors agents workmen or servants or any person in the employ of them or any or either of them the company shall forfeit and pay to the water company for the use and benefit of the water company a sum not exceeding ten pounds for every hour during which such interruption shall continue :

Provided that the water company shall when requested to do so by the company give their written authority for the actual connexion to be made of the permanent substituted mains with the existing mains and shall for that purpose authorise such temporary interruption of the supply of water by the water company as shall be reasonably necessary :

- (G) The company shall at their own expense and to the reasonable satisfaction of the water engineer for ever hereafter maintain and from time to time repair and renew the said shafts and chase or trough hereinbefore referred to and also so much of the permanent substituted mains as shall be laid in the said shafts and chase or trough and shall in like manner but for a period of ten years only maintain and repair and renew the remaining portions of the permanent substituted main after which period

the water company shall at their own expense maintain repair and renew the same and for the purposes aforesaid or any of them the water company and their engineer contractors agents workmen and others in their employment shall have and the company shall give reasonable access and facilities at all times Provided that in the event of the company neglecting after reasonable notice in that behalf to make or execute any renewals or repairs which by this Act are to be made or executed by them and also in all cases of emergency it shall be lawful for the water company to enter upon the lands works and premises of the company and make and execute such renewals or repairs as the case may be at the expense of the company :

A.D. 1920.

- (H) When any question arises between the company or their engineer on the one part and the water company or the water engineer on the other part as to any work matter or thing provided for by this section to be settled by arbitration in case of difference the same shall be referred to an engineer to be appointed in case of difference by the Board of Trade on the application of either party Such arbitration to be in accordance with the provisions of the Arbitration Act 1889.

Section 30 For the protection of the Gas Light and Coke Company (in this section referred to as "the gas company") the following provisions shall have effect (that is to say) :—

For protec-
tion of Gas
Light and
Coke Com-
pany.

- (A) All works matters or things which under the provisions of the Railways Clauses Consolidation Act 1845 or this Act the company may be empowered or required to do or execute with reference to the mains pipes syphons or other works of the gas company shall be done and executed by and at the cost of the company but to the reasonable satisfaction and under the direction of and in such manner as shall be required by the engineer of the gas company and such works matters or other things shall not be commenced until after fourteen days' previous notice thereof in writing shall have been given to the gas company and the company shall not lay down any such mains pipes syphons or other works contrary to the regulations of any Act of Parliament relating to the gas company Provided always that if the gas company shall elect themselves to execute any portion of the works matters and things which the company may by this Act be empowered or required to do or exercise with reference to or affecting the mains pipes syphons apparatus or other works of the gas company and of such their election shall give seven days' notice in writing to the company by leaving the same at their head office the gas company may themselves execute that portion of the said works matters and things

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]
Act, 1920.*

A.D. 1920.

and the reasonable expense of and incident to the executing the same shall be repaid by the company to the gas company on demand :

- (B) And whereas there are divers mains pipes syphons and other apparatus belonging to the gas company in divers streets highways roads footpaths lanes courts passages and other places within the limits shown on the deposited plans which are now used by the gas company for supplying gas to the streets highways roads footpaths lanes courts passages and other places aforesaid and such streets or other places or some of them will or may be done away with under the powers of this Act Therefore when the company for any purposes of this Act take any of those mains pipes syphons or other apparatus they shall be and remain the property of the gas company and they shall be at liberty to remove the same and the company shall pay to the gas company their reasonable charge of removing or altering any of the mains pipes syphons or other apparatus in immediate communication therewith which the works of the company shall render useless or which shall require to be altered :
- (C) If any interruption whatever in the supply of gas by the gas company shall be in any way occasioned or sustained by any act or omission of the company or by the acts of any of their contractors agents workmen or servants or any person in the employ of them or any or either of them the company shall forfeit and pay to the gas company for such interruption for the use and benefit of the gas company the sum of ten pounds for every hour during which such interruption shall continue :
- (D) It shall be lawful for the gas company and the engineers workmen and others in their respective employ at all times when it may be necessary upon giving due notice to enter upon the lands works and premises of the company at any point or place where there are existing any mains or pipes of the gas company and to do all such works in and upon such lands and premises as may be necessary for repairing maintaining or removing or replacing or altering such apparatus under or over the same lands and premises Provided always that in so doing the gas company their engineers or workmen or others in the employ of the gas company shall not interrupt the user of any of the works by this Act authorised And provided also that the gas company shall make good and reimburse to the company all damages to the works by this Act authorised occasioned by the exercise of the powers by this section reserved :
- (E) Notwithstanding anything in this Act contained the company shall be responsible for and make good to the gas company

all costs losses damages and expenses which may be occasioned to the gas company or to any of their mains pipes syphons apparatus property works and conveniences (including any loss of gas or interruption in the supply of gas by the gas company and all injury or loss by explosion or otherwise) through by reason of or consequent on the execution user or failure of any of the intended works or through by reason of or consequent on any act or omission of the company or of any of their contractors agents workmen or servants or any of the persons in their employ or in the employ of their contractors or others or by reason of or consequent on any subsidence caused by any works authorised by this Act to be done by the company and the company will effectually indemnify and hold harmless the gas company from all claims and demands upon or against them by reason of such execution or failure or of any such act or omission or subsidence or matter or thing aforesaid :

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- (F) Before commencing any works by this Act authorised in or under any street in or under which any mains pipes syphons plugs or other works (hereinafter called "apparatus") of the gas company are situate the company shall give notice to the gas company and shall whenever the company's works are or are intended to be executed within a horizontal distance of five feet of the perpendicular line through a main of the gas company or within a vertical distance of fifteen feet of the horizontal line through a main of the gas company if required deliver to the gas company plans and sections and a description of the works so proposed to be executed describing the proposed manner of executing the same and such plans sections and descriptions shall be delivered to the gas company at least fourteen days before the commencement of any such work If it should appear to the gas company that such works will interfere with or endanger any of their apparatus or impede the supply of gas the gas company may give notice to the company to alter the position of such apparatus or to support the same or to substitute temporarily or otherwise other apparatus in such manner as may be considered necessary and to lay or place under any apparatus cement concrete or other like substances and any difference as to the necessity of such alteration support substitution laying or placing cement concrete or other like substance shall be settled as hereinafter provided and all such works shall be done and executed by and at the expense of the company but to the satisfaction and under the superintendence of the engineer of the gas company and the reasonable costs charges and expenses of such superintendence

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

shall be paid by the company And if the gas company by notice in writing to the company within seven days after receipt by them of notice of the intended commencement by the company of any such works so require the gas company may by their own engineer or workmen do and execute such works so far as they interfere with or affect the apparatus of the gas company and the company shall on the completion thereof pay to the gas company the reasonable expenses incurred by them in the execution thereof :

- (g) In the event of such plans sections and descriptions so delivered to the gas company as aforesaid not being objected to within fourteen days the said works shall be executed in strict accordance therewith :
- (h) The gas company may if they deem fit employ watchmen or inspectors to watch and inspect the works whereby any apparatus of the gas company will be interfered with or affected during their construction repair or renewal and the reasonable wages of such watchmen or inspectors shall be borne by the company and be paid by them to the gas company :
- (j) The fact that any work or thing save mains pipes syphons or other works of the gas company has been done or executed in accordance with any plan not objected to or approved by the gas company or with any requirement of the gas company or in accordance with any direction or award of an arbitrator shall not excuse the company from paying or making good to the gas company under this Act any costs losses damages expenses interruption or compensation or from indemnifying the gas company under this Act :
- (k) Any difference arising between the company and the gas company respecting any of the matters referred to in this enactment and any disagreement within section 19 of the Railways Clauses Consolidation Act 1845 shall be referred to and settled at the request of either party by an engineer to be appointed as arbitrator by the President for the time being of the Institution of Civil Engineers.

Vesting and repair of diverted road and sewer.

Part of section 34 Upon the completion of the diversion of the Woolwich Manor Way by this Act authorised the sewer to be constructed under the powers of this Act by way of the diversion by this Act authorised of the sewer hereinbefore mentioned belonging to the London County Council shall vest in and shall thenceforth be repaired by that council.

THE LONDON AND INDIA DOCKS COMPANY (VARIOUS POWERS)
ACT 1902.

Power to stop up roads &c.

Section 5 The company may stop up and discontinue for public and other traffic such parts of the roads and streets hereinafter mentioned

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

as are comprised within the limits marked on the said deposited plans as "limit of lands to be acquired" (that is to say):— A.D. 1920.

Wilton Street Leonard Street Preston Street and Tate Road in the parishes of West Ham and East Ham aforesaid or one of them and Staveley Road Glenister Street and Robert Street in the parish of East Ham aforesaid :

And upon the stopping up of such parts of the said roads and streets all public and private rights of way or other rights in the parts of such roads or streets so stopped up shall be by this Act vested in the company Provided that no part of any such road or street shall be stopped up unless the company are owners in possession of all houses and lands in or abutting upon the part of the road or street to be so stopped up except so far as the owners lessees and occupiers of such houses and lands may otherwise agree.

Section 6 The Company shall make full compensation to all parties interested in respect of all private rights of way or other private rights (if any) which by this Act are extinguished or interfered with and such compensation shall be settled in manner provided by the Lands Clauses Acts with respect to the purchase and taking of lands otherwise than by agreement and for that purpose any and every right so extinguished or interfered with shall be deemed to be an interest in land. Compensation to be made in respect of private rights extinguished

Section 10 Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the company any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively. Power to take easements &c. by agreement.

Section 12 The London Building Act 1894 and any Act amending the same shall (subject to any general or special exemptions in favour of dock companies therein contained) apply to the execution of any works by the company on any lands in the administrative county of London acquired or held under the provisions of this Act. As to application of London Building Act 1894 &c.

Part of section 13 After the passing of this Act section 27 of the Act of 1901 shall be read and have effect as if after the words "so much of the site of the existing road as lies to the north" the words "and for a distance of ninety feet to the south" had been inserted therein and as if after the words "shall become the property of the company" the following words had been inserted therein "freed and discharged from "all public and private rights of way or other rights over or affecting the "same."
Amending Act of 1901.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.
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For protec-
tion of Gas
Light and
Coke Com-
pany.

Section 18 The provisions of section 30 (For protection of Gas Light and Coke Company) of the Act of 1901 with regard to all works matters or things which under the provisions of that Act the company may be empowered or required to do or execute with reference to the mains pipes syphons or other works of the Gas Light and Coke Company shall extend and apply to all such works matters or things done or executed by the company on lands which the company may acquire under the powers of this Act and to the exercise of the powers of this Act in reference to the stopping up of roads and streets.

For protec-
tion of Cor-
poration of
West Ham.

Section 20 For the protection of the mayor aldermen and burgesses of the county borough of West Ham (in this section referred to as "the corporation") the following provisions shall have effect unless otherwise agreed in writing between the corporation and the company (that is to say):—

- (1) If the Company under the powers conferred upon them by this Act acquire any lands houses or buildings in the county borough and the amount of any general district rate levied in the county borough by the corporation in respect of such lands houses or buildings shall in any year be less than the amount of such rate leviable during the year one thousand nine hundred and one in respect of such lands houses or buildings by reason of such lands houses or buildings being acquired by the company for the purposes of this Act the company shall from time to time on demand make good such deficiency by payment thereof to the corporation until the works or buildings for the purposes or construction of which the lands houses or buildings are acquired shall be completed and liable to be assessed to such rate :
- (2) The company shall to the reasonable satisfaction of the engineer of the borough make good all sewers drains and pipes so far as necessary for the drainage of any houses and buildings in the county borough not acquired by the company under the powers of this Act which shall be broken up damaged or disturbed by the company in the exercise of any of the powers by this Act granted or provide instead other proper and sufficient sewers drains and pipes Provided that if any question shall arise as to the reasonableness of any requirements of the said engineer under this subsection such question shall unless otherwise agreed be determined by an arbitrator to be appointed on the application of either party by the President of the Institution of Civil Engineers.

[10 & 11 GEO. 5.] *Port of London (Consolidation) [Ch. clxxiii.] Act, 1920.*

SECTIONS AND PROVISIONS OF THE PORT OF LONDON ACTS WHICH BY THE FOREGOING ACT ARE SAVED FROM BEING REPEALED AND ARE INCORPORATED THEREWITH. A.D. 1920.

THE PORT OF LONDON ACT 1911.

Section 2 The Lands Clauses Acts (except section 127 of the Lands Clauses Consolidation Act 1845) so far as the same are applicable for the purposes of and not inconsistent with or varied by this Act are hereby incorporated with and form part of this Act : Incorporation of Lands Clauses Acts.

Provided that notwithstanding anything contained in the Lands Clauses Consolidation Act 1845 any claim for compensation under this Act or any Act incorporated herewith by any person having or claiming in respect of any interest in the lands in respect of which compensation is claimed not greater than that of a lessee or tenant for any term of which not more than eighteen months remain unexpired at the time when the claim is made shall be determined by justices in the manner provided by section 121 of the Lands Clauses Consolidation Act 1845.

Section 3 In this Act the several words and expressions to which by the Acts wholly or partially incorporated herewith meanings are assigned have in this Act the same respective meanings unless there be in the subject or context something repugnant to or inconsistent with such construction : Interpretation.

Provided that for the purposes of this Act the expressions "the promoters of the undertaking" and "the company" in the Lands Clauses Acts shall be construed to mean the Port Authority.

Section 7 The Port Authority may for any purposes upon the lands acquired by them under the powers of this Act and also in Muscovy Court when the same shall have been stopped up under the powers of this Act stop up and remove or raise sink or alter the position of any drain or sewer watercourse water pipe or gas pipe and also any post pipe tube wire or apparatus laid down or placed for telegraphic telephonic or other purposes and any electric pipes posts tubes wires or apparatus laid down or placed for supplying electricity and may remove any other obstruction : As to stopping up and alteration of sewers pipes &c.

Provided that the Port Authority shall not remove raise sink or otherwise alter the position of any pipe post tube wire or apparatus laid down or placed for telegraphic telephonic or other purposes or other apparatus belonging to the Postmaster-General except in accordance with and subject to the provisions of the Telegraph Act 1878.

Section 13 The Port Authority may subject to the provisions of this Act enter into and carry into effect agreements with any person being the owner of or interested in any lands houses or property adjoining the lands by this Act authorised to be acquired with respect to the sale by the Port Authority to such person of any lands or property for such consideration as may be agreed upon between the Port Authority and Power to Port Authority to make agreements with owners of property &c.

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.] Act, 1920.*

A.D. 1920. such person and the Port Authority may accept as satisfaction of the whole or any part of such consideration the grant by such person of any lands or other property required by the Port Authority for the purposes of this Act.

As to advancement or setting back of line of buildings adjoining streets.

Section 15 It shall be lawful for the Port Authority on the one hand and the mayor and commonalty and citizens of the city of London (hereinafter called "the corporation") in reference to any street or land in the city of London and the London County Council in reference to any street or land in the metropolitan borough of Stepney on the other hand or any or either of them to enter into and carry into effect agreements with respect to the advancement or setting back of the line of buildings abutting on any street adjoining the lands to be acquired under this Act and it shall be lawful for the Port Authority the corporation and the mayor aldermen and councillors of the metropolitan borough of Stepney (hereinafter referred to as "the Stepney Borough Council") or any or either of them to enter into and carry into effect agreements with respect to the transfer to such authorities or either of them for the purposes of being thrown into any such street of any lands to be acquired as aforesaid in exchange for any portion of the street which may become disused owing to the advancement of such building line and the corporation or the Stepney Borough Council may in connexion with or as part of any such agreement as aforesaid transfer to the Port Authority portions of any street as aforesaid free from any public or other rights.

Saving provisions of London Building Acts 1894 to 1909.

Section 16 Nothing in this Act shall exempt any offices or buildings erected by the Port Authority on lands acquired by them for the purpose of this Act from the provisions of the London Building Acts 1894 to 1909 and any Act amending the same.

THE PORT OF LONDON ACT 1912.

Incorporation of Lands Clauses Acts.

Section 2 The Lands Clauses Acts (except sections 127 to 130 of the Lands Clauses Consolidation Act 1845) so far as the same are applicable for the purposes of and not inconsistent with or varied by this Act are hereby incorporated with and form part of this Act :

Provided that notwithstanding anything contained in the Lands Clauses Consolidation Act 1845 any claim for compensation under this Act or any Act incorporated herewith by any person having or claiming in respect of any interest in the lands in respect of which compensation is claimed not greater than that of a lessee or tenant for any term of which not more than eighteen months remain unexpired at the time when the claim is made shall be determined by justices in the manner provided by section 121 of the Lands Clauses Consolidation Act 1845.

Interpretation.

Section 3 In this Act the several words and expressions to which by the Acts wholly or partially incorporated herewith meanings are assigned have in this Act the same respective meanings unless there be

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

in the subject or context something repugnant to or inconsistent with such construction : A.D. 1920.

Provided that for the purposes of this Act the expressions " the promoters of the undertaking " and " the company " in the Lands Clauses Acts shall be construed to mean the Port Authority.

Section 4 The period limited by the Act of 1901 for the completion of the works authorised by that Act as amended by the Act of 1902 and as extended by the Act of 1904 is hereby extended until the ninth day of August One thousand nine hundred and twenty. Extension of time for completion of works authorised by Act of 1901.

Section 10 The Port Authority may for any purposes upon the lands acquired by them under the powers of this Act and also in Catherine Court and French Horn Yard when the same shall have been stopped up under the powers of this Act stop up and remove or raise sink or alter the position of any drain or sewer watercourse water pipe or gas pipe and also any post pipe tube wire or apparatus laid down or placed for telegraphic telephonic or other purposes and any electric pipes posts tubes wires or apparatus laid down or placed for supplying electricity and may remove any other obstruction : As to stopping up and alteration of sewers pipes &c.

Provided that the Port Authority shall not remove raise sink or otherwise alter the position of any pipe post tube wire or apparatus laid down or placed for telegraphic telephonic or other purposes or other apparatus belonging to the Postmaster-General except in accordance with and subject to the provisions of the Telegraph Act 1878 :

Provided that nothing in this Act shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Acts 1882 to 1909 to which the provisions of section 15 of the Electric Lighting Act 1882 apply except in accordance with and subject to the provisions of that section.

Section 11 For the protection of the Metropolitan Water Board (in this section referred to as " the board ") the following provisions shall have effect unless otherwise agreed in writing between the Port Authority and the board (that is to say) :— For protection of Metropolitan Water Board.

(1) Wherever by reason or in consequence of the stopping up under the powers of this Act of Catherine Court or French Horn Yard any apparatus of the board situate in or under the court or yard so stopped up shall be rendered derelict or unnecessary the Port Authority shall forthwith after such stopping up pay to the board such a sum as may be agreed between the board and the Port Authority or as failing such agreement may be determined by arbitration as hereinafter provided to be the value of—

(A) The apparatus of the board situate in and under the court or yard so stopped up; and

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

(B) Any apparatus of the board connected with the property of the board and used exclusively for the purposes of the supply of water to any premises to which a supply is furnished by means of the apparatus in and under the court or yard stopped up :

And any such apparatus shall thereupon become the property of the Port Authority :

(2) In addition to the payment referred to in the last preceding subsection of this section the Port Authority shall pay to the board their charges of and incidental to the cutting off of any such apparatus as is referred to in the said subsection from any other apparatus of the board and of and incidental to any other works or things rendered necessary or expedient in consequence of any apparatus of the board being rendered derelict or unnecessary by the stopping up of the court or yard :

(3) If any difference shall arise under this section between the Port Authority and the board the same shall be referred to an arbitrator to be agreed upon or failing such agreement to be appointed on the application of either party by the President of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to any such reference.

For protec-
tion of Gas
Light and
Coke Com-
pany.

Section 12 For the protection of the Gas Light and Coke Company (in this section referred to as "the gas company") the following provisions shall unless otherwise agreed in writing between the gas company and the Port Authority have effect (that is to say) :—

(1) All works matters or things which under the provisions of this Act the Port Authority may be empowered to do or execute with reference to the mains pipes syphons or other works of the gas company shall be done and executed by and at the cost of the Port Authority but to the reasonable satisfaction and under the direction of and in such manner as shall be required by the engineer of the gas company and such works matters or other things shall not be commenced until after fourteen days previous notice thereof in writing shall have been given to the gas company and the Port Authority shall not lay down any such mains pipes syphons or other works contrary to the regulations of any Act of Parliament relating to the gas company and any such mains pipes syphons or other works which may be removed under the aforesaid powers of this Act shall be and remain the property of the gas company Provided always that if the gas company shall elect themselves to execute or do any portion of the works matters and things which the Port Authority may by this Act be empowered to execute or do with reference to or affecting the mains pipes syphons

apparatus or other works of the gas company and of such their election shall give seven days' notice in writing to the Port Authority by leaving the same at their head office the gas company may themselves execute or do that portion of the said works matters and things and the reasonable expense of and incident thereto shall be repaid by the Port Authority to the gas company on demand :

- (2) And whereas there are in certain of the highways or places which may be stopped up under the powers of this Act divers mains pipes syphons and other apparatus belonging to the gas company and used by them for supplying gas Therefore notwithstanding such stopping up those mains pipes syphons or other apparatus shall be and remain the property of the gas company who shall be at liberty to remove and take away the same and the Port Authority shall pay to the gas company their reasonable charge of removing or altering any of the mains pipes syphons or other apparatus in immediate communication therewith which the works of the Port Authority shall render useless or which shall require to be altered :
- (3) If any interruption whatever in the supply of gas by the gas company (otherwise than to any premises in the occupation of the Port Authority) shall be in any way occasioned or sustained by any act or omission of the Port Authority or by the acts of any of their contractors agents workmen or servants or any person in the employ of them or any or either of them the Port Authority shall forfeit and pay to the gas company for such interruption for the use and benefit of the gas company either (a) the sum of ten pounds for every hour during which such interruption shall continue or (b) a sum equal to the aggregate cost loss or damages which the gas company may sustain or incur by reason or in consequence of such interruption whichever of those sums shall be the less :
- (4) Notwithstanding anything in this Act contained the Port Authority shall be responsible for and make good to the gas company all costs losses damages and expenses which may be occasioned to the gas company or to any of their mains pipes syphons apparatus property works and conveniences (including any loss of gas and all injury or loss by explosion or otherwise) through by reason of or consequent on any act or omission of the Port Authority or of any of their contractors agents workmen or servants or any of the persons in their employ or in the employ of their contractors or others and the Port Authority will effectually indemnify and hold harmless the gas company from all claims and demands upon or against them by reason of any such act or omission as aforesaid :

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

- (5) The gas company may if they deem fit employ watchmen or inspectors to watch and inspect the removal raising sinking or alteration of position of any of the mains pipes syphons and apparatus of the gas company and the reasonable wages of such watchmen or inspectors shall be borne by the Port Authority and be paid by them to the gas company :
- (6) The fact that any work or thing has been done or executed in accordance with any requirement of the gas company or in accordance with any direction or award of an arbitrator shall not excuse the Port Authority from paying or making good to the gas company under this Act any forfeiture costs losses damages or expenses or from indemnifying the gas company under this Act :
- (7) Any difference arising between the Port Authority and the gas company respecting any of the matters referred to in this enactment shall be referred to and settled at the request of either party by an engineer to be appointed as arbitrator by the President for the time being of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to the reference.

Power to Port Authority to make agreements with owners of property &c.

Section 18 The Port Authority may subject to the provisions of this Act enter into and carry into effect agreements with any person being the owner of or interested in any lands houses or property adjoining the lands by this Act authorised to be acquired with respect to the sale by the Port Authority to such person of any lands or property for such consideration as may be agreed upon between the Port Authority and such person and the Port Authority may accept as satisfaction of the whole or any part of such consideration the grant by such person of any lands or other property required by the Port Authority for the purposes of this Act.

As to advancement or setting back of line of buildings adjoining streets.

Section 20 It shall be lawful for the Port Authority on the one hand and the mayor and commonalty and citizens of the city of London (hereinafter called "the corporation") in reference to any street or land in the city of London and the London County Council in reference to any street or land in the metropolitan borough of Stepney on the other hand or any or either of them to enter into and carry into effect agreements with respect to the advancement or setting back of the line of buildings abutting on any street adjoining the lands to be acquired under this Act and it shall be lawful for the Port Authority the corporation and the mayor aldermen and councillors of the metropolitan borough of Stepney (hereinafter referred to as "the Stepney Borough Council") or any or either of them to enter into and carry into effect agreements with respect to the transfer to such authorities or either of them for the purpose of being thrown into any such street of any lands to be acquired as aforesaid in

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

exchange for any portion of the street which may become disused owing to the advancement of such building line and the corporation or the Stepney Borough Council may in connexion with or as part of any such agreement as aforesaid transfer to the Port Authority portions of any street as aforesaid free from any public or other rights. A.D. 1920.
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Section 21 The Port Authority may sell or lease on building or other leases all or any portion of the lands or buildings acquired under the powers of this Act or under the Port of London Act 1911 or otherwise acquired by them for the purposes of or in connexion with the providing of buildings and offices for the Port Authority or of their Crutched Friars warehouses which shall not be utilised or required for the purposes of offices for the Port Authority and may demolish the buildings thereon and may appropriate and lay out any portion of such land for building purposes and erect buildings over any such lands and may sell lease or otherwise dispose of any buildings so erected by them for such consideration and on such terms and conditions as they think fit and all moneys received by the Port Authority as consideration for lands or buildings sold under the powers of this section shall be carried to the port fund of the Port Authority and shall be applied only to purposes of the Port Authority to which capital is properly applicable. Power to sell
and lease
lands &c.
and lay out
lands and
erect build-
ings &c.

Section 22 Nothing in this Act shall exempt any offices or buildings erected by the Port Authority on lands acquired by them for the purposes of this Act from the provisions of the London Building Acts 1894 to 1909 and any Act amending the same. Saving pro-
visions of
London
Building Acts
1894 to 1909.

Part of section 25 All payments made by the Port Authority for the purposes of or in connexion with the exercise of the powers of this Act shall be made out of the port fund or out of moneys borrowed for the purpose and any moneys received by the Port Authority in pursuance of or consequent to the exercise of the powers of this Act shall be carried to the credit of that fund. Expenses of
execution of
Act.

PORT OF LONDON ACT 1917.

Section 2 The following Acts so far as the same are applicable for the purposes of and are not varied by or inconsistent with the provisions of this Act are incorporated with and form part of this Act (that is to say):— Incorporation
of Acts.

The Lands Clauses Acts (except the words “with two sufficient sureties to be approved of by two justices in case the parties differ” in section 85 of the Lands Clauses Consolidation Act 1845) Provided that for the purposes of section 85 of the last-mentioned Act the Port Authority shall be deemed a railway company and that section 36 (except paragraph (4) thereof) of the Railway Companies Act 1867 shall apply accordingly and that notwithstanding anything contained in the said Act of 1845 any claim for compensation under

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

this Act or any Act incorporated herewith by any person having or claiming in respect of any interest in the lands in respect of which compensation is claimed not greater than that of a lessee or tenant for any term of which not more than eighteen months remain unexpired at the time when the claim is made shall be determined by justices in the manner provided by section 121 of the said Act of 1845 :

The provisions of the Railways Clauses Consolidation Act 1845 with respect to the temporary occupation of lands near the railway during the construction thereof Provided that in the application of such provisions to the dock works the term " railway " shall mean the dock works and the expression " the centre of the railway " shall mean the dock works :

The Harbours Docks and Piers Clauses Act 1847 except sections 16 to 19 both inclusive and sections 22 25 26 29 and 50 thereof :

Provided that the following expressions used in the Harbours Docks and Piers Clauses Act 1847 shall have the following respective meanings (that is to say) :—

The expressions " packet boat " and " post office packet " mean respectively a vessel employed by or under the Post Office or the Admiralty for the conveyance under contract of postal packets as defined by the Post Office Act 1908 and the expression " post office bag of letters " means a mail bag as defined by the same Act :

Provided also that nothing in the Harbours Docks and Piers Clauses Act 1847 or in this Act shall extend to exempt from rates or duties any such vessel as aforesaid if she also conveys passengers or goods for hire.

Interpreta-
tion.

Part of section 3—(1) In this Act unless there be something in the subject or context repugnant to such construction the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated with or applied to the purposes of this Act have the same respective meanings Provided that in and for the purposes of this Act the expressions " the undertakers " or " the promoters of the undertaking " or " the company " shall mean the Port Authority.

(2) In this Act unless the subject or context otherwise requires—

" The dock works " means the enlargement of basin improvement and extension of docks the entrance lock dry dock cut or passage and pier and the works in connexion therewith by this Act authorised :

" The street improvements " means the new streets and alterations and diversions of streets and works in connexion therewith by this Act authorised :

" The railway diversion " means the diversion of railway and the works in connexion therewith by this Act authorised :

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

“The works” means the dock works the street improvements and the railway diversion : A.D. 1920.

Expressions to which meanings are assigned by the Act of 1908 have the same respective meanings in this Act.

Section 4 The Port Authority may subject to the provisions of this Act and in the lines and according to the levels shown on the deposited plans and sections construct the works in the county of London hereinafter described and may exercise the other powers in this section mentioned (that is to say) :—

Power to execute works.

In the parish of Saint Paul Shadwell in the metropolitan borough of Stepney—

Work No. 1 An enlargement of the basin known as the Shadwell Old Basin commencing at the south-east corner of the south-east pier head of the lock leading from the basin known as the Shadwell New Basin into the dock known as the Eastern Dock and terminating at the western end of the inner lock gate recess on the south side of the lock known as the Entrance Lock between the said basin known as the Shadwell Old Basin and the River Thames :

In the parish of All Saints Poplar in the metropolitan borough of Poplar—

Work No. 2 An improvement and extension of the docks known as the West India Import Dock the West India Export Dock and the South Dock commencing at a point on the northern side of the cut connecting the basin known as the Blackwall Basin and the said West India Import Dock one chain or thereabouts measured in a south-easterly direction from the north-west corner of the said cut and terminating at a point four and a quarter chains or thereabouts measured in an easterly direction from the north-east corner of the dock known as the Millwall Inner Dock and six and three-quarter chains or thereabouts measured in a southerly direction from the south-east corner of the said dock known as the South Dock :

Work No. 3 A new entrance lock between the improvement and extension (Work No. 2) hereinbefore described and the River Thames commencing in the said river at a point on the centre line of the southernmost graving dock in the Canal Dockyard four and three-quarter chains or thereabouts measured in a north-easterly direction from the junction of Folly Street with Stewart Street and extending in a westerly direction for a distance of eighteen chains or thereabouts and terminating in the existing basin known as the South Dock Basin at a point two chains or thereabouts measured in a north-easterly direction from the south-west corner and four and a half chains or there-

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

abouts measured in a south-easterly direction from the north-west corner of the said basin :

Work No. 4 A dry dock commencing at the centre of the swing bridge known as the Manchester Road Bridge and extending in a westerly direction for a distance of eleven and a half chains or thereabouts and terminating in the basin known as the South Dock Basin at a point three and three-quarter chains or thereabouts measured in a north-easterly direction from the south-west corner and two and a half chains or thereabouts measured in a south-easterly direction from the north-west corner of the said basin :

Work No. 5 A new cut or passage leading from the dock known as the South Dock to the dock known as the Millwall Inner Dock commencing at a point three and a quarter chains or thereabouts measured in an easterly direction from the north-east corner of the said Millwall Inner Dock and six and a half chains or thereabouts measured in a south-westerly direction from the south-east corner of the said South Dock and terminating at a point four chains or thereabouts measured in a southerly direction from the said north-east corner of the said Millwall Inner Dock along the edge of the eastern quay wall of that dock :

Work No. 6 A pier in the Thames commencing at the eastern end of the south side of the new entrance lock (Work No. 3) hereinbefore described and extending for a distance of four chains or thereabouts in a south-easterly direction and terminating at a point four chains or thereabouts measured in a south-easterly direction from the south-east corner of the pumping station of the London County Council :

In the parish of Saint George-in-the-East in the said metropolitan borough of Stepney—

Work No. 8 A new street commencing by a junction with Pearl Street at a point half a chain or thereabouts measured in an easterly direction along Pearl Street from the junction of that street with Agatha Street and terminating by a junction with Pearl Street at a point one chain or thereabouts measured in a north-westerly direction from the junction of Pearl Street with Prusom Street.

And in connexion with the construction of the said new street the Port Authority may stop up so much of Pearl Street as lies between the commencement and termination of the said new street :

In the said parish of Saint Paul Shadwell—

Work No. 9 A new street partly on the site of the street known as New Gravel Lane commencing at the southern end of the

swing bridge over the lock leading from the basin known as the Shadwell New Basin to the dock known as the Eastern Dock and terminating at the junction of New Gravel Lane with Prusom Street : A.D. 1920.

And in connexion with the construction of the said new street the Port Authority may stop up so much of New Gravel Lane as will be rendered unnecessary by such construction :

In the said parish of All Saints Poplar--

Work No. 10 A new street commencing by a junction with Cuba Street at a point seven and a half chains or thereabouts measured in an easterly direction from the junction of West Ferry Road with Cuba Street and terminating by a junction with Manilla Street at a point nine chains or thereabouts measured in an easterly direction from the junction of West Ferry Road with Manilla Street :

And in connexion with the construction of the said new street the Port Authority may stop up so much of Cuba Street as lies to the eastward of the junction of that street with the said new street and so much of Alpha Road as lies to the northward of Manilla Street :

Provided that notwithstanding the stopping up of the said portion of Cuba Street the Postmaster-General may if he so desires (without derogation from any other right vested in him) remove from the said portion of Cuba Street any telegraphic line of the Postmaster-General on or under the same and the Port Authority shall pay to the Postmaster-General the expenses incurred by him of and incidental to such removal and the substitution of a telegraphic line in such other place as the Postmaster-General may require :

Work No. 11 A diversion of the street known as Prestons Road commencing in the said street at a point four and a half chains or thereabouts measured in a southerly direction from the junction of Prestons Road with Managers Street and terminating at a point two chains or thereabouts measured in an easterly direction along the north quay of the lock known as the South Dock Entrance Lock from the centre of the swing bridge over the said lock :

And in connexion with the construction of such diversion the Port Authority may stop up so much of Prestons Road as lies between the commencement of the said diversion and Manchester Road :

Work No. 12 A diversion of the street known as Manchester Road commencing at the said point of termination of the last-mentioned street diversion (Work No. 11) and terminating in Manchester Road at the junction of that road with East Ferry Road :

And in connexion with the construction of such diversion the Port Authority may stop up so much of Manchester Road as lies

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]
Act, 1920.*

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between Prestons Road and the junction of Manchester Road with East Ferry Road :

Work No. 13. A diversion (5 furlongs and 7·62 chains or thereabouts in length) of the railway known as the London Blackwall and Millwall Extension Railway extending from a point nine and three-quarter chains or thereabouts measured in a southerly direction along the centre line of the said railway from a point on that line opposite the south-eastern end of the south platform at the Millwall Junction Station on that railway to a point on that line nine and a half chains or thereabouts measured in a northerly direction along the said centre line from a point opposite the northern end of the platform of the Millwall Docks Station on that railway :

Provided that the Port Authority shall not construct the said Work No. 13 so that the same shall cross any public carriage road on the level.

Power to stop up certain streets without providing substitutes.

Section 5 Subject to the provisions of this Act the Port Authority may in the parish of Saint Paul Shadwell stop up Milk Yard and so much of Monza Street as lies between Milk Yard and a point one hundred and forty-five feet or thereabouts measured in a southerly direction along the centre line of Monza Street from the junction of that street with Milk Yard and on the stopping up of the same respectively all rights of way thereover shall be extinguished and the site and soil thereof shall vest in the Port Authority but the Port Authority shall not stop up such street or part of a street unless the Port Authority are owners in possession of all houses and lands on both sides thereof except so far as the owners lessees and occupiers of such houses and lands may otherwise agree Provided that the Port Authority shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall failing agreement be settled in the manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

Alteration of certain streets.

Section 6 The Port Authority may to the extent shown on the deposited plans and sections alter the levels of the following streets between the following points (that is to say) :—

The street known as East Ferry Road between the junction of that street with Manchester Road and a point one and a quarter chains or thereabouts measured in a south-westerly direction along East Ferry Road from such junction.

The street known as Stewart Street between the northern end of that street and a point two and a half chains or thereabouts measured therefrom in a southerly direction along the said street.

Power to deviate.

Section 7 Subject to the provisions of this Act the Port Authority may in constructing the works by this Act authorised deviate laterally

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

from the lines of any of the works by this Act authorised to any extent within the limits of deviation defined on the deposited plans and may deviate vertically from the levels of any of the dock works defined on the deposited sections to any extent not exceeding ten feet and may deviate from the levels as so defined of any of the works by this Act authorised other than the dock works to any extent not exceeding three feet downwards and five feet upwards.

A.D. 1920.

Section 8 Subject to the provisions of this Act the Port Authority within the limits of deviation defined on the deposited plans in addition to exercising any other powers conferred upon them by this Act may cross stop up interfere with alter or divert either temporarily or permanently and may make junctions with all roads streets passages highways bridges and footways watercourses waterways and other works which it may be necessary or convenient to cross stop up interfere with alter or divert for the purposes of the works or for other purposes of this Act Provided that the Port Authority shall afford reasonable access to all persons bonâ fide going to or returning from any house in any such road street passage highway or footway In the exercise of the powers conferred by this section the Port Authority shall cause as little detriment and inconvenience as circumstances admit to any company or person and shall make reasonable compensation for any damage caused to any company or person by the exercise of the powers aforesaid.

Subsidiary works.

Section 9 Subject to the provisions of this Act the Port Authority may for the purposes of or in connexion with the construction and maintenance of the railway diversion make and maintain within the limits of deviation shown on the deposited plans all necessary and proper bridges railways sidings rails junctions approaches signals lifts cranes gutters sewers drains hydraulic telegraphic telephonic electric and other works equipment and conveniences and the Port Authority may appropriate and use for the purposes of their undertaking the site and soil of so much of the railway as is diverted under the powers of this Act.

Subsidiary works in connexion with railway diversion.

Section 10 Subject to the provisions of this Act the Port Authority may for any purpose in connexion with the works within the limits of deviation defined on the deposited plans raise sink or otherwise alter the position of any watercourse water pipe or gas pipe belonging to or connected with any house or building and also any main pipe or apparatus laid down or used by any company body or person for carrying a supply of water or water for hydraulic power or gas and also any pipe tube wire or apparatus laid down or placed for telegraphic telephonic or other purposes or for supplying electricity (all of which mains pipes tubes wires and apparatus are in this section included in the expression "apparatus") and may remove any other obstruction making proper substituted works during any alteration and causing as little detriment and inconvenience as circumstances admit to any company body or person and making reasonable compensation to any company body or person for any damage caused

Alteration of position of water gas and other pipes.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. by any such alteration Provided always that before the Port Authority alter the position of any apparatus laid down or used by any such company body or person they shall (except in cases of emergency) give to the company body or person to whom the same belongs notice of their intention to do so specifying the time at which they will begin to do so such notice to be given seven days at least before the commencement of the work for effecting such alteration and such work shall be done under the superintendence (at the expense of the Port Authority) of the company body or person to whom such apparatus belongs unless such company body or person refuses or neglects to give such superintendence at the time specified in the notice for the commencement of such work or discontinues the same during the execution of such work and the Port Authority shall execute such work to the reasonable satisfaction of the engineer of such company body or person but if within seven days of the receipt of such notice any such company body or person shall give notice to the Port Authority of their desire themselves to execute such work they shall forthwith proceed to do so and the cost reasonably incurred by them in so doing shall be repaid to them by the Port Authority.

Notwithstanding the stopping up temporarily of any street or road in which any apparatus of any such company body or person shall be laid the said company body or person their engineers workmen and others in their employ shall at all times have full free and uninterrupted rights of access to all or any of such apparatus and shall be at liberty to do all such works in and upon any such street or road as aforesaid as may be necessary for inspecting repairing maintaining removing replacing or extending such apparatus.

If any difference arise between the Port Authority or their engineer and any such company body or person or their or his engineer touching the amount of any compensation costs expenses or charges under the provisions of this Act to be paid by the Port Authority to any such company body or person or touching any work matter or thing with reference to such apparatus under such provisions to be done or executed by the Port Authority or the mode of doing or executing the same such difference shall unless otherwise agreed be settled by an engineer to be agreed upon by the engineer of the Port Authority and any such company body or person respectively or failing agreement by such engineer as shall on the application of the engineer either of the Port Authority or of any such company body or person be named by the President of the Institution of Civil Engineers :

Provided that nothing in this Act shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Acts 1882 to 1909 to which the provisions of section 15 of the Electric Lighting Act 1882 apply except in accordance with and subject to the provisions of that section :

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

Provided also that the Port Authority shall not raise sink or otherwise alter the position of any telegraphic line (as defined by the Telegraph Act 1878) belonging to or used by the Postmaster-General except under and subject to the provisions of the said Act. A.D. 1920.

Section 11 Subject to the provisions of this Act the Port Authority for the purposes of the powers granted to them by this Act and during the construction of the works may in or upon the lands shown in connexion therewith upon the deposited plans stop up interfere with alter or divert temporarily all or any part of any road street bridge stairs way stream or watercourse which they shall think it necessary for such purposes to stop up interfere with alter or divert and may put or cause to be put up sufficient palisades hoarding bars posts and other erections and may construct temporary works for keeping any such road street bridge stairs or way open for traffic and may subject to the rights powers and authorities of the Commissioner of Police of the Metropolis make such orders for regulating the traffic as to them shall seem proper Provided that the Port Authority shall afford reasonable access to all persons bonâ fide going to or returning from any house in any such road or street. Temporary stopping up and interference with streets &c.

Section 12 Subject to the provisions of this Act the Port Authority may cause to be removed arched over or filled up all such sewers or drains or parts thereof which shall be in or near the streets or roads to be interfered with for the purposes of this Act as shall appear necessary for executing the purposes of this Act so as that no sewer or drain (unless the same shall have become unnecessary) shall be in anywise disturbed injured or prejudiced without another sewer or drain being made in lieu thereof equally serviceable and convenient Provided always that before removing or filling up any sewer or drain or part thereof as aforesaid the Port Authority shall where necessary cause to be made and built other good and sufficient sewers and drains in substitution for the sewers or drains which shall be removed or filled up and when made and completed the said sewers and drains shall be under the same jurisdiction care management and direction as the existing sewers or drains for which they are substituted. Sewers or drains to be removed arched over or filled up.

Section 13 Seven days before entering upon breaking up or interfering with any public streets or roads under the provisions of this Act the Port Authority shall serve notice in writing on the Commissioner of Police of the Metropolis and make such arrangements as he may reasonably require with regard to the position of the road works and hoardings and the continuous carrying on of the work in order to minimise the interference with the street traffic. Notice of works to Commissioner of Police of Metropolis.

Section 14 Where this Act authorises a new street or the diversion of a street and the stopping up of an existing street or any portion thereof such stopping up shall not take place until the new street or diversion of street is completed to the satisfaction of the road authority and is open Stopping up streets in case of diversion.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. for public use or in case of difference between the Port Authority and the road authority until two justices shall have certified that the new street or diversion of street has been completed to their satisfaction and is open for public use.

Before applying to the justices for their certificate the Port Authority shall give to the road authority seven days' notice in writing of their intention to apply for the same.

As from the completion of the new street or diversion of street to the satisfaction of the road authority or as from the date of the said certificate as the case may be all rights of way over or along the existing street or portion thereof shall be extinguished and the Port Authority may appropriate and use for the purposes of their undertaking the site of the street or portion of street stopped up :

Provided that the Port Authority shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall failing agreement be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

Laying out
of carriage-
ways and
footways.

Section 15 Subject to the provisions of this Act the Port Authority may cause such parts of the street improvements to be laid out for carriageways and such parts thereof for footways as they may think proper and may upon the lands acquired by or vested in them respectively under the powers of this Act and within the limits of deviation defined on the deposited plans construct erect and provide such vaults cellars arches sewers drains subways and other works and conveniences as they may think proper for the purposes of the works by this Act authorised and in laying out or forming such carriageways and footways and works the Port Authority may in addition to the powers by this Act conferred exercise the same powers and authorities as are vested in and shall be subject to the same liabilities only in respect thereof as are imposed upon any metropolitan borough council when they stop up temporarily any road or thoroughfare or any part thereof in the repairing or repaving of any street :

Provided that nothing contained in this section shall take away prejudice or affect or authorise anything to be done which may take away prejudice lessen affect or interfere with any rights privileges or powers belonging to the mayor aldermen and councillors of the metropolitan borough of Poplar.

Agreements
with London
County
Council and
others.

Section 16 Subject to the provisions of this Act the Port Authority and the London County Council local and road authorities owners of property or other persons interested in lands houses or property abutting on any portion of the works may enter into and carry into effect agreements with respect to the construction maintenance and use of any of the works and the sale or purchase by the Port Authority of any lands or property for such consideration being a sum of money in gross or a grant

[10 & 11 GEO. 5.] *Port of London (Consolidation)* [Ch. clxxiii.]
Act, 1920.

of land or partly money and partly land as may be agreed upon between the Port Authority and the London County Council and such local and road authorities owners or other persons : A.D. 1920.

Provided that if any of the works constructed by the London County Council or any local or road authority or person under any such agreement involves an alteration of a telegraphic line belonging to or used by the Postmaster-General the enactments contained in section 7 of the Telegraph Act 1878 shall apply to any such alteration as if the London County Council or such authority or person were "undertakers" within the meaning of that Act.

Section 18 If the works be not completed within ten years from the passing of this Act then on the expiration of that period the powers of the Port Authority under this Act for the construction thereof shall cease except so far as the same shall have been completed. Period for completion of works.

Section 19 Subject to the provisions of the section of this Act of which the marginal note is "Stopping up streets in case of diversion" when and so soon as the street improvements or any part thereof are or is completed the same shall be open to the public and shall vest in and shall be lighted and maintained by the council of the metropolitan borough in which the same shall respectively be situate but nothing in this Act shall be construed to take away from the Port Authority the control or maintenance of any bridge by which any of the street improvements may be carried over any works of the Port Authority. Maintenance of new streets and street improvements.

Section 20 The dock works shall for all purposes (including tolls rents rates dues and charges) be deemed part of the Port of London and of the undertaking of the Port Authority. Dock works to be part of undertaking of Port Authority.

Section 21 The limits within which the powers of any dockmaster appointed by the Port Authority may be exercised under this Act shall be the dock works by this Act authorised and a distance of three hundred yards in every direction into the Thames from any part of such works. Dockmasters' powers.

Section 22 The railway diversion shall for all purposes (including tolls rates and charges) be deemed part of the London Blackwall and Millwall Extension Railway. Railway diversion to be part of London Blackwall and Millwall Railway.

Section 23 Nothing in this Act shall derogate from the provisions of any agreement relating to the laying down construction maintenance or removal of any pipes wires apparatus and appliances on or from any lands or property of the Port Authority. Saving for agreements as to apparatus on Port Authority's property.

Section 24—(1) The Port Authority may for the purposes of the dock works by this Act authorised upon all or any of the lands shown on the deposited plans and described in the deposited book of reference when entered upon by the Port Authority under the powers of this Act from time to time make provide and maintain all necessary or convenient rails railways tramways sidings junctions stations signals platforms bridges Subsidiary powers as to port undertaking.

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.] Act, 1920.*

A.D. 1920. approaches ways warehouses sheds buildings quays wharves hydraulic telegraphic telephonic and electric works sewers drains culverts gutters jetties shipping places landing places walls stages gantries gridirons cuts dams basins locks docks gates cranes caissons pumps lifts drops dolphins moorings mooring posts buoys and other works buildings apparatus equipment and conveniences :

Provided that nothing in this section shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Act 1882 except in accordance with and subject to the provisions of section 15 of that Act and that any difference which may arise under that section and any question as to the amount of compensation to be paid to any such undertakers shall be determined in manner provided by that Act :

Provided also that nothing contained in this section shall derogate from the provisions of any agreement relating to the laying down construction maintenance or removal of any pipes wires apparatus and appliances on or from any lands or property of the Port Authority.

(2) The Port Authority may for the purposes of the construction and maintenance of the dock works by this Act authorised deepen dredge or alter any existing work of the Port Authority and the banks bed shores and soil of the Thames in and near to the said dock works or any part or parts thereof :

Provided that nothing in this section shall extend to or authorise any deepening dredging or alteration of the dock known as the London Eastern Dock outside the limits of deviation shown on the deposited plans and sections of the enlargement of Shadwell Old Basin (Work No. 1) by this Act authorised :

Provided also that any works of deepening dredging or altering under the powers of this subsection which may interfere with or be within fifty yards of any part of any property of the London County Council shall be executed under the supervision and to the reasonable satisfaction of the said council.

(3) The Port Authority may divert water from the Thames into any dock lock basin cut passage waterway or work intended to be covered by water made constructed enlarged improved or extended under the powers of this Act for the purposes of such construction enlargement improvement or extension or of the general maintenance and improvement of any such work or of any existing work of the Port Authority or for the purpose of maintaining and improving the level of the water in any such dock lock basin cut passage waterway or work.

For protec-
tion of Post-
master-
General.

Section 25 Any electric telegraphic or telephonic works made provided or maintained by the Port Authority under the provisions of this Act shall not be used in contravention of the exclusive privilege of

the Postmaster-General under the Telegraph Act 1869 and shall be so constructed maintained and used as to prevent any interference with any telegraphic line (as defined by the Telegraph Act 1878) belonging to or used by the Postmaster-General or with telegraphic communication by means of any such line.

A.D. 1920.

Section 26 Subject to the provisions of this Act the Port Authority may enter upon take and use all or any of the lands shown on the deposited plans and described in the deposited book of reference which they may require for the purposes of this Act and for the purposes of recouplement and exchange and of providing space for the erection of buildings adjoining or near to the works.

Power to
take lands.

Section 27 In addition to any other powers conferred by this Act the Port Authority may subject to the provisions of this Act purchase and take for the purposes of the works or for the general purposes of their undertaking the lands in the county of London hereinafter described which are delineated on the deposited plans and described in the deposited book of reference (namely) :—

Acquisition
of lands for
general pur-
poses.

(a) Lands in the parish of Saint Paul Shadwell lying to the south of the High Street in the said parish bounded on the north by the High Street on the south by property belonging or reputed to belong to the Port Authority on the east by an imaginary line drawn parallel with Glamis Road at a distance of two chains or thereabouts measured in a westerly direction therefrom and on the west by the eastern boundary wall of the churchyard of Saint Paul Shadwell :

(b) Lands in the parish of Saint George-in-the-East to the south-east of the dock known as the Eastern Dock bounded on the east and north by property belonging or reputed to belong to the Port Authority on the west by an imaginary line drawn in a southerly direction from the south-east corner of the building known as the Coffee Warehouse to the junction of Agatha Street with Pearl Street on the south and south-east by that portion of Pearl Street which lies between the last-mentioned junction and the junction of Pearl Street with Prusom Street and on the south-east by so much of Prusom Street as lies between the last-mentioned junction and property belonging or reputed to belong to the Port Authority in Prusom Street :

(c) Lands in the parish of All Saints Poplar lying between Cuba Street and Manilla Street bounded on the north by Cuba Street on the east by Alpha Road on the south by Manilla Street and on the west by an imaginary line drawn parallel to West Ferry Road at a distance of seven chains or thereabouts measured in an easterly direction therefrom :

(d) Lands in the parish of All Saints Poplar within the area known as the Millwall Docks bounded on the north and east by pro-

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.
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perty belonging or reputed to belong to the Port Authority on the south by an imaginary line drawn parallel to Mellish Street at a distance of one and a half chains or thereabouts measured in a northerly direction therefrom and on the west by an imaginary line drawn parallel to Alpha Road at a distance of one and a half chains or thereabouts measured in an easterly direction therefrom.

Persons under disability may grant easements &c.

Section 28 Persons empowered by the Lands Clauses Acts to sell and convey or release lands may (if they think fit) subject to the provisions of those Acts and of this Act grant to the Port Authority any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Owners may be required to sell parts only of certain lands and buildings.

Section 29 And whereas in the construction of the works or otherwise in the exercise by the Port Authority of the powers of this Act it may happen that portions only of certain properties shown or partly shown on the deposited plans will be sufficient for the purposes of the Port Authority and that such portions or some other portions less than the whole can be severed from the remainder of the said properties without material detriment thereto Therefore the following provisions shall have effect :—

- (1) The owner of and persons interested in any of the properties whereof the whole or part is described in the schedule to this Act and whereof a portion only is required for the purposes of the Port Authority or each or any of them are hereinafter included in the term "the owner" and the said properties are hereinafter referred to as "the scheduled properties":
- (2) If for twenty-one days after the service of notice to treat in respect of a specified portion of any of the scheduled properties the owner shall fail to notify in writing to the Port Authority that he alleges that such portion cannot be severed from the remainder of the property without material detriment thereto he may be required to sell and convey to the Port Authority such portion only without the Port Authority being obliged or compellable to purchase the whole the Port Authority paying for the portion so taken and making compensation for any damage sustained by the owner by severance or otherwise:
- (3) If within such twenty-one days the owner shall by notice in writing to the Port Authority allege that such portion cannot be so severed the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted (hereinafter referred to as "the tribunal") shall in addition to the

other questions required to be determined by it determine whether the portion of the scheduled property specified in the notice to treat can be severed from the remainder without material detriment thereto and if not whether any and what other portion less than the whole (but not exceeding the portion over which the Port Authority have compulsory powers of purchase) can be so severed :

- (4) If the tribunal determine that the portion of the scheduled property specified in the notice to treat or any such other portion as aforesaid can be severed from the remainder without material detriment thereto the owner may be required to sell and convey to the Port Authority the portion which the tribunal shall have determined to be so severable without the Port Authority being obliged or compellable to purchase the whole the Port Authority paying such sum for the portion taken by them including compensation for any damage sustained by the owner by severance or otherwise as shall be awarded by the tribunal :
- (5) If the tribunal determine that the portion of the scheduled property specified in the notice to treat can notwithstanding the allegation of the owner be severed from the remainder without material detriment thereto the tribunal may in its absolute discretion determine and order that the costs charges and expenses incurred by the owner incident to the determination of any matters under this section shall be borne and paid by the owner :
- (6) If the tribunal determine that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment thereto (and whether or not they shall determine that any other portion can be so severed) the Port Authority may withdraw their notice to treat and thereupon they shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice :
- (7) If the tribunal determine that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment thereto but that any such other portion as aforesaid can be so severed the Port Authority in case they shall not withdraw the notice to treat shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice or such portion thereof as the tribunal shall having regard to the circumstances of the case and their final determination think fit.

The provisions of this section shall be in force notwithstanding anything in the Lands Clauses Consolidation Act 1845 contained and

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920. nothing contained in or done under this section shall be held as determining or as being or implying an admission that any of the scheduled properties or any part thereof is or is not or but for this section would or would not be subject to the provisions of section 92 of the Lands Clauses Consolidation Act 1845.

The provisions of this section shall be stated in every notice given thereunder to sell and convey any premises.

Compensation in case of recently altered buildings &c.

Section 30 In settling any question of disputed purchase money or compensation under this Act the court or person settling the same shall not award any sum of money for or in respect of any improvement alteration or building made or for or in respect of any interest in the lands created after the twenty-sixth day of October one thousand nine hundred and sixteen if in the opinion of such court or person the improvement alteration or building or the creation of the interest in respect of which the claim is made was not reasonably necessary and was made or created with a view to obtaining or increasing compensation under this Act.

Costs of arbitration &c. in certain cases.

Section 31 The tribunal to whom any question of disputed purchase money or compensation under this Act is referred shall if so required by the Port Authority award and declare whether a statement in writing of the amount of compensation claimed has been delivered to the Port Authority by the claimant giving sufficient particulars and in sufficient time to enable the Port Authority to make a proper offer and if the tribunal shall be of opinion that no such statement giving sufficient particulars and in sufficient time shall have been delivered and that the Port Authority have been prejudiced thereby the tribunal shall have power to decide whether the claimant's costs or any part thereof shall be borne by the claimant :

Provided that it shall be lawful for any judge of the High Court to permit any claimant after seven days' notice to the Port Authority to amend the statement in writing of the claim delivered by him to the Port Authority in case of discovery of any error or mistake therein or for any other reasonable cause such error mistake or cause to be established to the satisfaction of the judge after hearing the Port Authority if they object to the amendment and such amendment shall be subject to such terms enabling the Port Authority to investigate the amended claim and to make an offer de novo and as to postponing the hearing of the claim and as to costs of the inquiry and otherwise as to such judge may seem just and proper under all the circumstances of the case :

Provided also that this section shall be applicable only in cases where the notice to treat under the Lands Clauses Consolidation Act 1845 either contained or was endorsed with a notice of the effect of this section.

As to private rights of way over lands

Section 32 All private rights of way over any lands which shall under the powers of this Act be acquired compulsorily shall as from the

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date of such acquisition be extinguished Provided that the Port Authority shall make full compensation to all parties interested in respect of any such rights and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

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—
taken com-
pulsorily.

Section 33 If there be any omission misstatement or wrong description of any lands or of the owners lessees or occupiers of any lands shown on the deposited plans or specified in the deposited book of reference the Port Authority after giving ten days' notice to the owners lessees and occupiers of the lands in question may apply to two justices acting for the county of London for the correction thereof and if it appear to the justices that the omission misstatement or wrong description arose from mistake they shall certify the same accordingly and they shall in their certificate state the particulars of the omission and in what respect any such matter is misstated or wrongly described and such certificate shall be deposited with the clerk of the peace for the county of London and shall be kept by such clerk of the peace with the other documents to which it relates and thereupon the deposited plans and book of reference shall be deemed to be corrected according to such certificate and it shall be lawful for the Port Authority to take the lands and execute the works in accordance with such certificate.

Correction
of errors in
deposited
plans and
book of
reference.

Section 34 The Port Authority and their engineer or other officer and any person duly authorised in writing under the hand of the secretary or the chief engineer of the Port Authority may at all reasonable times in the day upon giving in writing for the first time twenty-four hours' and afterwards twelve hours' previous notice enter upon and into the lands and buildings by this Act authorised to be taken and used as aforesaid or any of them for the purpose of surveying and valuing the said lands and buildings without being deemed trespassers and without being subject or liable to any fine penalty or punishment on account of entering or continuing upon any part of the said lands and buildings.

Entry upon
property for
survey and
valuation.

Section 35 The powers of the Port Authority for the compulsory purchase of lands under the powers of this Act shall cease after the expiration of three years from the passing of this Act.

Period for
compulsory
purchase of
lands.

Section 36—(1) Notwithstanding anything in the Lands Clauses Acts or in any other Act or Acts to the contrary the Port Authority may retain hold and use for such time as they may think fit lands or buildings acquired under the powers of this Act and may build on any such lands and may sell lease exchange or otherwise dispose of any such lands or buildings or any easement right privilege or interest in under through or over any such lands for such consideration and on such terms and conditions as they think fit and may make do and execute any deed act or thing proper for effectuating any such sale lease exchange or other disposition.

Power to
retain sell
and lease
lands &c.

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A.D. 1920. (2) All moneys received by the Port Authority as consideration for lands or buildings or any such easement right privilege or interest as aforesaid sold under the powers of this section shall be carried to the Port fund of the Port Authority and shall be applied only to purposes of the Port Authority to which capital is properly applicable.

Power to sell materials. Section 37 Subject to the provisions of this Act the Port Authority may sell or dispose of the building and other materials of any houses buildings or structures acquired by them under the powers of this Act which may not be required for the works and also all materials in under or upon so much of any railway road street or other place as is altered or diverted by them under any powers of this Act and any materials obtained in the alteration of or interference with any drain sewer or apparatus under any such powers.

For protection of North London Railway Company. Section 38 The North London Railway Company and their tenants shall have at all times the same facilities and rights of user for the purpose of access to their docks of the new entrance lock (Work No. 3) and through the improvement and extension (Work No. 2) by this Act authorised as they now have in and over the South Dock lock and the entrance lock to the Blackwall Basin and the Junction Dock.

For protection of London County Council. Section 39 The following provisions shall unless otherwise agreed have effect for the protection of the London County Council (in this section called "the council") (that is to say):—

(1) Notwithstanding anything contained in this Act or shown on the deposited plans the acquisition by the Port Authority of the lands numbered on the said plans 155a and 155b and 157 in the parish of All Saints Poplar shall be subject to the reservation by the council of the right for the council to construct sewers and works in connexion therewith in any portion of that part of those lands which is shown by blue colour on the signed plan in this section hereinafter referred to between the levels of twenty-five feet below and eight feet above Ordnance datum without making any payment to the Port Authority in respect of such right or the exercise thereof:

(2)—(A) The Port Authority shall not execute or construct any works in pursuance of powers contained in this Act which pass over under or by the side of or so as to interfere with the sewers of the council until they have given to the council twenty-eight days' notice in writing of their intention to commence the same by leaving such notice at the principal office of the council with plans and sections thereof as hereinafter defined and until the council have signified their approval of the same unless the council do not signify their approval disapproval or other directions within twenty-eight days after

service of the said notice plans and sections and the Port Authority shall comply with and conform to all reasonable orders directions and regulations of the council in the execution of the said works and shall provide by new altered or substituted works in such manner as the council reasonably require for the proper protection of and for preventing injury or impediment to the said sewers by reason of the intended works or any part thereof and shall save harmless the council against all expenses to be occasioned thereby and all such works shall be done by or under the direction superintendence and control of the council at the costs charges and expenses in all respects of the Port Authority and all reasonable costs charges and expenses which the council may be put to by reason of such works of the Port Authority whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the council by the Port Authority on demand and when any new altered or substituted sewers or sewer works or any works of defence connected therewith are completed by or at the costs charges or expenses of the Port Authority under the provisions of this Act the same shall thereafter form part of the council's main drainage system :

- (B) As regards any works in respect of which the Port Authority are under the provisions of this subsection required to submit plans and sections to the council the council may require the Port Authority in constructing such works to make any reasonable deviation from the line or levels shown upon such plans or sections for the purpose of avoiding injury or risk of injury to the sewers of the council and the Port Authority shall in constructing such works deviate accordingly :
- (c) The plans and sections to be submitted to the council for the purposes of this subsection shall be detailed plans drawings sections and specifications describing the exact position and manner in which and the levels at which the works are proposed to be constructed and shall accurately describe the position of all sewers of the council within the limits of deviation shown on the deposited plans (for which purpose the council shall allow the Port Authority access to plans in their possession and to any sewers in order to enable the Port Authority to obtain trustworthy information) and shall comprise detailed drawings of any alterations which the Port Authority propose to make in any such sewer :
- (D) The council may require such modification to be made in the said plans drawings sections and specifications as may be reasonably necessary to secure the sewers and drainage system

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of London under the jurisdiction and control of the council against interference or risk of damage and to provide and secure a proper and convenient means of access to the said sewers :

- (E) The Port Authority shall make good all injury or damage caused by or resulting from the construction or user by the Port Authority of any of their works to any sewers or works vested in the council and the council shall from time to time have power to recover the amount thereof from the Port Authority in any court of competent jurisdiction :
- (F) All expenses including supervision and all incidental charges incurred by the council in maintaining repairing and renewing so much of the new altered deviated or substituted sewers or sewer works as is laid in or under the dock works shall from time to time be paid by the Port Authority to the council :
- (G) The Port Authority shall at all times give to the council full free and uninterrupted access to the new altered deviated or substituted sewers or sewer works and every reasonable facility for the inspection maintenance alteration or repair thereof :
- (H) Any additional cost to which the council may be put in consequence of the construction of the works by this Act authorised in the maintenance or management of the new altered deviated or substituted sewers or sewer works shall be paid from time to time to the council by the Port Authority :

Provided that the council may if they so elect within twenty-eight days after the receipt of any notice given by the Port Authority under paragraph (A) of this subsection themselves execute all or any of the works referred to in such notice with such new altered deviated or substituted works as they may think reasonably necessary and the costs of executing such works including supervision and all incidental charges shall be paid by the Port Authority to the council :

- (3) The bridge carrying the road diversion (Work No. 12) by this Act authorised over the new entrance lock (Work No. 3) by this Act authorised shall be so constructed as to provide for a carriageway of a clear width between the main girders of the bridge of not less than twenty-five feet and two footways each of not less than seven feet and six inches in width and shall be of sufficient strength to carry a moving load on the carriageway not exceeding fifty-two tons of which the maximum axle loads shall not exceed sixteen tons at centres not less than twelve feet apart or a distributed load of eighty-four pounds per superficial foot whichever shall be the greater and shall be provided with suitable apparatus for opening and closing

the bridge in the most expeditious manner and shall be at all times hereafter maintained by the Port Authority in good and substantial repair and condition.

The Port Authority shall deposit with the council for their information plans elevations sections and particulars of the said bridge not less than twenty-eight days before commencing the construction thereof with notice of their intention to commence the construction and shall not commence such construction until the council or in case of difference an arbitrator appointed as hereinafter provided has signified that the council or such arbitrator as the case may be are or is satisfied that the bridge when constructed in accordance with such plans elevations sections and particulars will comply with the foregoing requirements of this section in relation to such bridge Provided that if the council fail to signify that they are not so satisfied within twenty-eight days after delivery to them of the said plans elevations sections and particulars they shall be deemed to have signified that they are so satisfied The Port Authority shall not construct the said bridge otherwise than in accordance with plans elevations sections and particulars as to which satisfaction has been signified as aforesaid :

(4)—(i) The Port Authority shall at their own expense and notwithstanding anything contained in this Act or shown on the deposited plans—

(A) In constructing the new street (Work No. 10) by this Act authorised construct the same in the lines shown by full red lines on the signed plan in this section hereinafter referred to ;

(B) In constructing the new or diverted streets (Works Nos. 9 11 and 12) by this Act authorised add to those streets respectively the areas shown by red colour on the said plan ;

(C) If they acquire the lands numbered on the deposited plans 42 in the parish of All Saints Poplar and demolish the buildings thereon add to Prestons Road the area of land the boundaries whereof are shown by full red lines on the said plan :

(ii) The lands added to a street shall be deemed to form part of the highway and shall be paved and made up by the Port Authority to the satisfaction of the highway authority and thereafter maintained repaired cleansed and lighted by the highway authority :

(5) If the Port Authority acquire the lands numbered on the deposited plans 40 in the parish of Saint Paul Shadwell and demolish the buildings thereon the Port Authority shall if so required

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by the council within one year from such acquisition not erect any buildings or works on any part of so much of such lands as is necessary to widen the said High Street to forty feet clear along the whole frontage of such lands and the Port Authority shall in that event forthwith sell and the council shall forthwith purchase the lands necessary for such widening at such price as failing agreement may be fixed by an arbitrator to be appointed in case of difference between the parties on the application of either party by the President of the Surveyors' Institution :

- (6) The Port Authority shall not except where otherwise expressly provided in this section construct the street improvements or any part thereof in any other lines or at any other levels than those shown on the deposited plans and sections except in accordance with plans and sections submitted to and reasonably approved by the council :
- (7) Nothing in this Act shall exempt the Port Authority from the provisions of the London Building Acts 1894 to 1915 and any Act amending the same and any byelaws and regulations in force thereunder except so far as the same may be expressly varied by this Act and the Port Authority shall be entitled to the benefit of any exemptions in favour of railway dock and canal companies and the Conservators of the River Thames in the said London Building Acts contained :
- (8) The Port Authority shall not where any house or building has been wholly or in part demolished by them leave any adjoining structure or any portion of a partly demolished structure in an unsightly condition for a longer period than is reasonably necessary :
- (9) If the Port Authority under the powers of this Act stop up any public street or thoroughfare they shall forthwith give notice in writing thereof to the council :
- (10) The Port Authority shall carefully preserve and remove all objects of geological or antiquarian interest discovered by them in the execution of the works by this Act authorised and subject to the rights of the Crown and except so far as the same may be proved to be the property of any other person any such objects shall be subject to the disposal of the council and the Port Authority shall use all reasonable means for securing compliance with the provisions of this section :
- (11) The Port Authority shall give facilities to any duly authorised officer of the council to make a survey of any building acquired under the powers of this Act which in the opinion of the council

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is of historical or antiquarian interest and any objects of interest discovered during such survey shall be subject to the disposal of the council : A.D. 1920.

- (12) Nothing in this Act shall be deemed to exempt the Port Authority from any of the provisions of the Metropolis Management (Thames River Prevention of Floods) Act 1879 or any Act amending the same :
- (13) The approval by the council of any plans sections or specifications or the superintendence by the council of any works under the provisions of this section shall not exonerate the Port Authority from any liability or affect any claim for damages under such section or otherwise :
- (14) Except so far as is in this Act expressly provided nothing in this Act shall prejudice lessen affect or interfere with any of the powers rights authorities or privileges of the council under any Act now in force :
- (15) The signed plan referred to in this section is a plan which has been signed in duplicate by John Joseph Mooney Esquire the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred (one copy of which has been deposited in the Private Bill Office of the House of Commons and one copy in the Parliament Office of the House of Lords) :
- (16) Any difference arising between the Port Authority and the council under subsections (3) (6) (8) and (10) of this section shall be referred to and determined by an engineer to be appointed failing agreement by the President of the Institution of Civil Engineers on the application of either party and the provisions of the Arbitration Act 1889 shall apply to any such reference.

Section 40 For the protection of the mayor aldermen and councillors of the metropolitan borough of Stepney (in this section called " the council ") the following provisions with respect to the construction of the works under the powers of this Act in under or affecting highways streets roads or footways vested in or under the jurisdiction of the council shall unless otherwise agreed apply and have effect :—

For protec-
tion of Step-
ney Borough
Council.

- (1) The engineer or other duly authorised officer of the council may from time to time enter upon and inspect any works of the Port Authority under or immediately adjoining any such highway street or part of a street in or under which there are any sewers or works vested in the council :
- (2) The Port Authority shall not permanently stop up nor break up or open the soil or pavement of any such highway street road or footway or commence any work the execution of which shall or may affect the traffic along any such highway street road or footway unless they shall have given to the council not less

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than seven days' notice in writing of their intention so to do and every such work shall be subject to the reasonable directions of the council or of their engineer to secure the free passage of traffic in the said highway street road or footway and to prevent any needless injury or inconvenience to or in the highway street road or footway or to persons residing or carrying on business therein :

- (3) The Port Authority shall not where any house or building in the metropolitan borough of Stepney shall have been wholly or in part demolished by them leave any adjoining structures or any portions of a partly demolished structure in an unsightly condition and in a state inconsistent with the condition of the houses or buildings in the immediate vicinity :
- (4) The Port Authority shall not stop up temporarily any such highway street road or footpath otherwise than with the consent of the council which consent shall not be unreasonably withheld Provided that if the council do not refuse their consent within a period of fourteen days from the receipt by them of the request of the Port Authority therefor their consent shall be deemed to have been given :
- (5) Where the Port Authority break up or disturb the surface of any such highway street road or footway they shall restore such highway street road or footway to as good a condition as it was when it was broken up or disturbed and the Port Authority shall execute such work under the superintendence (if given) and to the reasonable satisfaction of the engineer of the council The Port Authority shall save harmless and keep indemnified the council against all actions claims expenses and demands arising out of or in consequence of any such works and if the Port Authority fail to comply with the requirements of this subsection the council may if they think fit restore such highway street road or footway broken up or disturbed and recover the reasonable cost and expense of such restoration from the Port Authority :
- (6) Whenever the Port Authority shall open or break up the soil or pavement of any such highway street road or footway they shall cause the same to be fenced and guarded and shall cause lights to be kept there every night during which such soil or pavement shall continue to be open or broken up in accordance with the reasonable directions and to the reasonable satisfaction of the engineer of the council :
- (7) The Port Authority shall for the period of twelve calendar months from the date of taking over by the council of any new diverted altered or substituted highway street or footway or any portion

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thereof repair and make good any subsidence therein or any damage caused thereto by subsidence of the foundations thereof and in the event of the Port Authority failing so to do the council may by themselves their agents or workmen repair and make good the same and may recover the reasonable cost and expense of so doing from the Port Authority :

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- (8) The Port Authority shall bear the reasonable cost of removing and replacing such public lamps and laying on the service thereto as may be moved by reason of the works executed under this Act :
- (9) The Port Authority shall on demand pay to the council the reasonable charges incurred by them in connexion with the employment by them as may be reasonably necessary of any clerk of the works to superintend under the direction of their engineer any of the works aforesaid :
- (10) So far as relates to all lands acquired by the Port Authority under the powers of this Act in the Metropolitan Borough of Stepney section 133 of the Lands Clauses Consolidation Act 1845 shall be read as if the words " general rate as defined by the London Government Act 1899 " were included therein :
- (11) If any difference shall arise between the Port Authority and the council or their engineer with respect to any of the matters referred to in this section the same shall be referred to an engineer agreed upon between the parties or failing such agreement appointed by the President of the Institution of Civil Engineers on the application of any of the parties interested and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

Section 41 For the protection of the mayor aldermen and councillors of the metropolitan borough of Poplar (in this section called " the council ") the following provisions shall unless otherwise agreed between the Port Authority and the council apply and have effect (that is to say) :—

For protection of Poplar Borough Council.

- (1)—(A) The Port Authority shall carry the street diversion (Work No. 12) by this Act authorised over the new entrance lock (Work No. 3) by this Act authorised by means of an opening bridge having a highway of a total width of not less than forty feet and so constructed as to be opened and closed in the most expeditious manner and to support when closed all the road traffic which may be reasonably expected to use the same The highway over the bridge shall consist of a carriageway having a clear width of twenty-five feet and a footway having a clear width of seven feet six inches on each side of the carriageway The highway over the opening bridge shall be maintained by the Port Authority to the reasonable satisfaction of the council ;

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- (b) The Port Authority shall in addition construct a suitable bridge for foot passengers over Work No. 3 by this Act authorised on the east side thereof with proper approaches thereto from Work No. 12 by this Act authorised. Such footbridge shall be available for the use of foot passengers when the opening bridge is closed to road traffic except only at times when it may be necessary to open the footbridge for the passage of any vessel through the same :
- (2) The Port Authority shall operate the bridge carrying the diversion of Manchester Road over Work No. 3 by this Act authorised and the bridge carrying Prestons Road over the existing lock entrance to the Blackwall Basin in accordance with regulations to be made from time to time by the Port Authority in consultation with the council and approved by the Board of Trade for securing as little delay as possible (having regard to the requirements of navigation) to pedestrians and vehicular traffic thereover and for securing so far as may be practicable (without unduly interfering with navigation) that any vehicular traffic which may have been delayed by the opening of one bridge shall not be again delayed on reaching the other bridge :
- (3) The Port Authority shall provide efficient means for the purpose of warning traffic of the opening of each bridge and the council shall give all reasonable facilities for providing and maintaining such apparatus on over or under the street as may be necessary :
- (4) In constructing or executing the new street and diversions of streets (Works Nos. 10 11 and 12) by this Act authorised the Port Authority shall not without the consent of the council (which shall not be unreasonably withheld) deviate from the lines or levels thereof shown on the deposited plans and sections except that—
- (A) The Port Authority shall construct Work No. 10 by this Act authorised of a width of not less than forty feet ;
- (B) When constructing Work No. 11 by this Act authorised the Port Authority shall widen Prestons Road on the east side thereof for a distance of twenty-five yards measured in a northerly direction from the northern side of the southern end of the street known as Cold Harbour so that the width thereof shall not be less than fifty feet over such distance :
- (5) All street improvements and sewers drains and other works to be vested in and maintained by the council by and under the provisions of this Act and any alteration effected thereunder of or to any sewer drain pipe tube wire apparatus or other work under the jurisdiction of or belonging to the council (all of which are hereinafter included in the expression " work of the

council") shall be constructed in such manner as the engineer of the council may reasonably require : A.D. 1920.

- (6) The Port Authority shall not commence the construction of Works No. 10 11 or 12 or any other work by this Act authorised so far as the same affects any road street passage highway or footway under the jurisdiction of the council (all of which are hereinafter included in the expression "street in the borough") or any work of the council until they shall have submitted to the council's engineer detailed plans sections and specifications of such work and such plans sections and specifications shall have been agreed with or without modification or alteration between the Port Authority and such engineer or shall in case of difference between them have been settled by an arbitrator to be appointed as hereinafter mentioned Provided that if such engineer shall not within one month after the submission to him of such plans sections and specifications signify in writing his approval or disapproval thereof or his requirements in relation thereto he shall be deemed to have approved the same :
- (7) Works Nos. 10 11 and 12 and any other work by this Act authorised so far as the same affects any street in the borough shall be constructed in accordance with the plans sections and specifications approved or settled as aforesaid and if required by the council under the superintendence if the same be given of their engineer and to his reasonable satisfaction :
- (8) The Port Authority shall not permanently stop up Folly Street nor any street in the borough which is not marked "to be closed" or "to be diverted" on the deposited plans and the Port Authority shall not temporarily stop up interfere with alter or divert any street in the borough except such streets for such time in such manner and to such extent as the council may reasonably approve but if such approval shall not be given or refused within fourteen days from the receipt of a request of the Port Authority therefor the same shall be deemed to have been given :
- (9) Before executing any work which will or may obstruct any street in the borough the Port Authority shall to the reasonable satisfaction of the council provide and thereafter so long as the same may be necessary to the like satisfaction maintain sufficient accommodation for the traffic along such street and access to all houses and property approached thereby and during the progress and until the completion of such works the Port Authority shall sufficiently fence light and watch the portions of the streets interfered with and the works in course of execution therein or adjacent thereto :

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- (10) The Port Authority shall to the reasonable satisfaction of the council's engineer demolish or effectively fill in any sewer within the limits of deviation shown on the deposited plans and belonging to the council which may be rendered unnecessary and the drains from any house which may be demolished by or in consequence of the execution of any of the works in the borough by this Act authorised :
- (11) No vault cellar arch sewer drain subway or other work or convenience (other than any sewer or work to be vested in the London County Council) shall be constructed by the Port Authority under any street in the borough or any street improvement to be vested in the council under the provisions of this Act without the consent in writing of the council which shall not be unreasonably withheld :
- (12) Any work of the council and any paving metalling and road material removed by the Port Authority under the powers of this Act and not required for the purposes of the street improvements in the borough by this Act authorised shall if required by the council be delivered by the Port Authority to the council at such depôt in the borough as their engineer may reasonably direct being within a radius of a mile of the place of removal :
- (13) The Port Authority shall on demand pay to the council the reasonable charges incurred by them in connexion with the employment by them of any clerk of the works (not being a salaried officer already in the employ of the council) who may be reasonably necessary to superintend under the direction of their engineer any of the works aforesaid :
- (14) The Port Authority shall for the period of twelve calendar months from the date of taking over by the council of any new diverted altered or substituted highway street footway sewer drain or other work or any portion thereof repair and make good any damage caused thereto by subsidence of the foundations thereof and in the event of the Port Authority failing so to do the council may by themselves their agents or workmen repair and make good the same and may recover the reasonable cost and expense of so doing from the Port Authority :
- (15) So far as relates to all lands acquired by the Port Authority under the powers of this Act in the metropolitan borough of Poplar section 133 of the Lands Clauses Consolidation Act 1845 shall be read and have effect as if the words " general rate as defined by the London Government Act 1899 " were included therein in addition to the words " land tax and poors rate " :
- (16) If any difference shall arise between the Port Authority and the council or their engineer with respect to any matters referred

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to in this section the same shall be referred to an engineer A.D. 1920.
 agreed upon between the parties or failing such agreement
 appointed by the President of the Institution of Civil Engineers
 on the application of either party and subject thereto the pro-
 visions of the Arbitration Act 1889 shall apply to such
 arbitration.

Section 42 For the protection of the Metropolitan Water Board (in this section referred to as "the board") the following provisions shall unless otherwise agreed in writing between the board and the Port Authority have effect (that is to say):— For protec-
tion of Met-
ropolitan
Water
Board.

(1) In constructing the works by this Act authorised which are referred to in the first column of the next following table the Port Authority shall provide and lay therein respectively new mains of the internal diameter referred to in the second column of the said table in substitution for the mains referred to in the third column of the said table and shall connect such new mains with the existing mains of the Board (that is to say):—

(1) Work No.	(2)	(3)	
	Substituted Mains.	Mains to be Replaced.	
	Internal Diameter.	Internal Dia- meter.	Name of Street.
8	4 inches - - - -	Inches. 3	Part of Pearl Street to be abandoned.
1 and 9 or either of them.	18 inches - - - - Southwards from the most northerly point on the northernmost of the two mains crossing New Gravel Lane near the commencement of Work No. 9 to Prusom Street.	10	Under St. George's Lock.
		12	Under Shadwell Old Basin.
		6	Milk Yard.
		6	Monza Street.
		7	New Gravel Lane.
10	6 inches - - - - 4 inches - - - -	6	Cuba Street.
		4	Alpha Road.
		3	Cuba Street.
11 and 12	15 inches - - - - 4 inches (400 feet only) -	12	Prestons Road and Manchester Road.
		18	Under existing lock.
		3	Manchester Road.

(2) The Port Authority shall on demand repay to the board the cost incurred by the board in providing and laying a 12-inch main in New Gravel Lane from Prusom Street to Wapping Wall in continuation of the 18-inch main to be provided and laid by the Port Authority in New Gravel Lane and in connecting the same with the existing 6-inch main of the board in Wapping Wall:

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- (3) For the purpose of carrying under the new entrance lock (Work No. 3) by this Act authorised the said new main to be laid in the diversions of Prestons Road and Manchester Road (Work No. 11 and Work No. 12) by this Act authorised the Port Authority shall construct under the said lock a subway lined with cast iron with an internal diameter of not less than five feet and six inches in the clear and with a shaft at each end of such subway similarly lined and with a similar internal diameter forming an approach to the said subway and so much of the said new main as shall be laid in the said subway and in the said shafts shall consist of a steel pipe having an internal diameter of fifteen inches :

The said subway and the said shafts shall be so constructed as to be watertight and shall be provided by the Port Authority with such proper and convenient means of access as the chief engineer of the board (in this section referred to as "the engineer") may reasonably approve or require :

The said subway and shafts and the said means of access shall be constructed and maintained by and at the expense of the Port Authority and to the reasonable satisfaction of the engineer but shall be retained for the sole use of the board except that the Port Authority may lay or permit to be laid hydraulic telegraphic telephonic and electric mains and apparatus through the said subway and shafts in the portions thereof which are shown by red colour on the signed plan provided that no damage be thereby done to any mains or apparatus of the board in the said subway or shafts and that the same are so laid as to ensure that no damage can thereby be caused to the property of the board The board shall at all times have unrestricted access to the said subway and shafts for the inspection repair and renewal of their mains and apparatus and the laying or placing of additional mains and apparatus :

- (4)¹₄ If at any time before the substituted main to be laid in the diversions of Prestons Road and Manchester Road (Work No. 11 and Work No. 12) by this Act authorised is laid as aforesaid the board so require the Port Authority shall provide and lay in the said diversions (including the subway hereinbefore referred to) a main having an internal diameter of eighteen inches but in other respects in accordance with the foregoing provisions of this section and in that event the board shall bear and pay the excess of the cost of providing and laying such 18-inch main over the cost of providing and laying a main having an internal diameter of fifteen inches :

- (5) In constructing the diversion of Manchester Road (Work No. 12) by this Act authorised the Port Authority shall subject in all things to the reasonable directions of the board disconnect and take up the waste water meter of the board in Manchester Road near the junction therewith of East Ferry Road and refix and reconnect the same in such position and manner as the board shall reasonably require : A.D. 1920.
- (6) Every main to be provided or altered by the Port Authority under the foregoing provisions of this section shall include all such apparatus appliances connexions and conveniences as may reasonably be required by the board or the engineer for the efficient use and maintenance of such main and of the mains with which the same are to be connected and all mains apparatus appliances connexions and conveniences to be so provided shall be of such character and material and shall be laid placed or constructed in such manner at such depth and in such position as shall be reasonably approved or required by and under the supervision and to the reasonable satisfaction of the engineer :
- (7) The Port Authority shall not raise sink or otherwise alter the position of any main pipe work or apparatus of the board (hereinafter in this section included in the expression " apparatus ") in any street or road or alter the level of any street or road so as to leave over any such apparatus a covering of less than three feet or of more than five feet :
- (8) Not less than twenty-eight days before commencing any of the works referred to in subsections (1) (3) (4) and (5) of this section or any work under over or affecting any street road or place in which any apparatus of the board is situate or any other work under over or within twenty feet of any apparatus of the board or commencing to raise sink or otherwise alter the position of any apparatus of the board the Port Authority shall (notwithstanding anything contained in the section of this Act of which the marginal note is " Alteration of position of water gas and other pipes ") submit to the board for their approval detailed plans sections and particulars of the proposed works and of all apparatus to be provided in connexion therewith Any difference between the board and the Port Authority with respect to such plans sections and particulars as aforesaid shall be determined by arbitration as hereinafter provided Provided that if the board shall not within twenty-eight days after the submission to them of the said plans sections and particulars have disapproved thereof or made any requirements with respect thereto to which the Port Authority shall have failed to agree they shall be deemed to have approved the

A.D. 1920.

said plans sections and particulars as submitted to them The works to which the said plans sections and particulars respectively relate shall be executed in strict accordance therewith as approved by the board or as determined by arbitration as aforesaid :

- (9) It shall be lawful for the Board at any time within twenty-eight days after the submission to them of any such plans sections and particulars as aforesaid to give to the Port Authority notice in writing of their intention themselves to provide and lay or construct the necessary new or substituted apparatus or any part thereof or to make the required alteration of any apparatus of the board and in such case the Port Authority shall not provide lay or construct such new or substituted apparatus or make such alteration of such apparatus but the board may themselves provide and lay or construct such apparatus or carry out such alteration and in that event the Port Authority shall repay to the board on demand the cost incurred by the board therein or in connexion therewith :

The Port Authority shall afford to the board adequate facilities for the purpose of enabling the board to carry out any works which the board elect to carry out under the provisions of this subsection Provided that if for twenty-eight days after any such notice is given to the Port Authority by the board the board neglect to proceed with all practicable diligence to exercise the powers conferred on them by this subsection the Port Authority may forthwith proceed with any works as if such notice had not been given to them :

- (10) The connexion between any new or altered main or pipe whether provided or laid by the Port Authority or by the board and any existing main or pipe and any connexions between existing mains or pipes of the board which may become necessary by reason or in consequence of the exercise by the Port Authority of any powers conferred upon them by this Act shall be made by the board and the expense thereof shall be repaid to the board by the Port Authority on demand Any new or altered main or pipe provided or laid by the Port Authority shall as from the completion of such connexion become and be the property of the board and maintainable by them :
- (11) The reasonable expense of all repairs or renewals of any apparatus of the board or any works in connexion therewith which may during the construction of the works by this Act authorised or within twelve months after the completion thereof be rendered necessary by or in consequence of the acts or defaults of the Port Authority their contractors agents workmen or servants or any person in the employ of them or any of them

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or by reason or in consequence of any subsidence resulting from the works of the Port Authority shall be borne by the Port Authority and paid by them on demand to the board : A.D. 1920.

(12)—(A) Where any new apparatus is under the provisions of this Act provided and laid in substitution for any existing apparatus of the board such existing apparatus shall if taken up by the Port Authority be delivered to the Board but if not taken up shall become and be for all purposes the property of the Port Authority ;

(B) The Port Authority shall pay to the board the value of any apparatus of the board which shall be rendered derelict (other than apparatus for which the Port Authority provide substituted apparatus) and the apparatus the value of which is so paid by the Port Authority shall thereupon become the property of the Port Authority :

The value of any apparatus so rendered derelict shall be deemed to be the ascertained original capital cost of providing and laying such apparatus :

(13) In addition to any other payment to be made by the Port Authority to the board under the provisions of this section the Port Authority shall pay to the board—

(A) Their reasonable charges of and incidental to the cutting off (in connexion with the exercise of any of the powers of this Act) of any apparatus from any other apparatus of the board and of and incidental to any other works or things which the board may deem it necessary or expedient to execute or do by reason of any apparatus of the board being rendered derelict by or in consequence of the exercise of such powers ; and

(B) Any cost reasonably incurred by the board in the provision and the laying or placing of any apparatus which may be necessary in order to re-establish any communication or connexion with existing apparatus which may be interrupted or severed by the Port Authority :

(14) The board may if they think fit employ such watchmen and inspectors as they may reasonably deem necessary to watch and inspect the execution of any works under the powers of this Act so far as they affect in any way any apparatus of the board and the reasonable wages of such watchmen and inspectors shall be borne by the Port Authority and be paid by them to the board on demand :

(15) In executing the works by this Act authorised and in carrying out any removal or alteration of or interference with any apparatus of the board the Port Authority shall not interrupt

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
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the continuous supply of water by means thereof and before removing altering or interfering with any such apparatus they shall provide to the reasonable satisfaction of the board proper and sufficient substituted apparatus :

- (16) If any interruption in the supply of water by the board shall without their written authority be in any way occasioned by the execution or failure of any of the works authorised by this Act or required by this section or by reason of any act or omission of the Port Authority or of any of their contractors agents workmen or servants or any person in the employ of them or any or either of them the Port Authority shall pay to the board for the use and benefit of the board by way of liquidated damages the sum of ten pounds for every hour during which such interruption shall continue :
- (17) The Port Authority shall make good all damage done by them to any apparatus of the board in the execution of the works by this Act authorised and shall indemnify the board in respect of any actions claims or demands arising out of any interference with any such apparatus :
- (18) If any difference shall arise under this section between the board or the engineer and the Port Authority or their engineer the same shall be referred to and determined by an engineer to be agreed upon between them or failing such agreement to be appointed on the application of either party after notice in writing to the other by the President of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to any such reference :
- (19) For the purposes of this section the expression " the signed plan " means the plan signed by John Joseph Mooney Esquire the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred of which plan one copy has been deposited in the Private Bill Office of the House of Commons and another copy in the Office of the Clerk of the Parliaments in the House of Lords.

**For protec-
tion of Lon-
don Hydrau-
lic Power
Company.**

Section 43 For the protection of the London Hydraulic Power Company (in this section called " the power company ") the following provisions shall unless otherwise agreed between the Port Authority and the power company apply and have effect (that is to say) :—

Notwithstanding anything contained in this Act or shown upon the deposited plans if the Port Authority take or acquire under the powers of this Act any part of the lands numbered on the deposited plans 26 in the parish of Saint Paul Shadwell which lands are coloured blue on the plan signed by John Joseph Mooney Esquire the Chairman of the Committee of the House of Commons to whom

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the Bill for this Act was referred the Port Authority shall also take and acquire the whole of the said lands coloured blue and the lands coloured green on the said plan. A.D. 1920.

Section 44—(1) Notwithstanding anything contained in this Act or shown on the deposited plans the Port Authority shall not otherwise than by agreement enter upon take or use any part of the properties numbered on the said plans 11 24 25 41 42 43 44 and 49 in the parish of Saint Paul Shadwell nor any part of the properties numbered on the said plans 10 and 23 in the said parish which lies to the south of an imaginary line drawn at a distance of one hundred and eighty feet to the south of and parallel with the southern boundary of the enlargement of the Shadwell Old Basin (Work No. 1) by this Act authorised as shown on the deposited plans nor shall the Port Authority under the powers of this Act enter upon take or use otherwise than by agreement any of the lands numbered on the said plans 10 12 13 14 20 21 22 and 23 in the said parish after the expiration of one year from the termination of the present war or of three years from the passing of this Act whichever shall be the shorter period. Certain properties not to be acquired.

(2) The Port Authority if required within one year from the termination of the present war or within three years from the passing of this Act whichever shall be the later by the owners of the said lands numbered on the deposited plans 10 in the said parish of Saint Paul Shadwell lying to the south of the said imaginary line hereinbefore described shall convey to such owners free of cost sufficient and suitable land for the formation by such owners at their own expense of a road nineteen feet wide giving access from the said lands to New Gravel Lane over the lands numbered 6 and 10 on the said plans and in the position shown on the plan thereof which has been signed by Cyril Reginald Sutton Kirkpatrick on behalf of the Port Authority and by Frank Anderson on behalf of such owners.

FIFTH SCHEDULE.

REGULATIONS AS TO ISSUE AND RENEWAL OF BILLS.

1. Bills issued by the Port Authority shall be called "Port of London bills."

2. A Port of London bill shall be in the form prescribed by the Port Authority and may be in the form contained in Part I. of the Seventh Schedule and shall provide for the payment of the sum named therein in the manner and at the date therein mentioned so that the date be not less than three nor more than twelve months from the date of the bill.

3. Such bills may be offered for purchase by tender or sold in such manner and on such conditions and after public advertisement in such manner as the Port Authority may determine.

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4. The bills shall be issued under the authority of a resolution of the Port Authority.

5. Each bill shall bear the common seal of the Port Authority and the signature of the secretary and of the registrar of the Port Authority.

6. A register of the bills issued or renewed by the Port Authority shall be kept by the registrar of the Port Authority or such other person as may be appointed by the Port Authority and such register shall show the amount of each bill the principal money raised by such bill the statutory borrowing power in respect of which the bill is issued the date of issue the date when the same falls due and the date of payment thereof. Such register shall at all reasonable times be open to inspection without payment of any fee by any creditor of the Port Authority.

7. A Port of London bill shall entitle the holder to payment at maturity of the sum expressed in such bill to be payable and shall be charged on the port fund and all the revenues of the Port Authority.

8. The Port Authority may by regulations provide—

- (A) For regulating the preparation and the mode of issue payment and cancellation of bills;
- (B) For regulating the issue of a new bill in lieu of one lost defaced or destroyed;
- (C) For preventing by the use of counterfoils or of a special description of paper or otherwise of fraud in relation to bills;
- (D) For a proper discharge to be given upon the payment of a bill.

SIXTH SCHEDULE.

REGULATIONS AS TO ISSUE AND RENEWAL OF BONDS.

1. Bonds issued by the Port Authority shall be called "Port of London bonds."

2. Port of London bonds with or without coupons attached thereto may be according to the forms contained in Parts II. and III. of the Seventh Schedule to this Act or in such other form as the Port Authority may from time to time deem expedient and may provide that the money thereby secured shall be paid to the bearer or to the registered holder thereof.

3. Port of London bonds shall be issued under the common seal of the Port Authority.

4. The principal money secured by a Port of London bond shall be repayable at such date being not less than two nor more than ten years from the date of the bond.

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Act, 1920.

5. Where bonds are issued to bearer with coupons for interest attached such interest shall be payable half-yearly at the dates and at the place specified in such coupons. A.D. 1920.

6. In the case of bonds issued to a registered holder or holders thereof—

- (A) The interest thereon shall be paid half-yearly on the dates to be specified in the bonds :
- (B) Where more persons than one are registered as joint holders of a bond any interest may be well paid to any one of them but in the ordinary course and apart from any special direction by all of such registered holders interest shall be paid to that one of them whose name stands first on the register in respect of such bond :
- (C) Interest shall be paid by means of warrants sent through the post to the registered holders of bonds at their registered addresses or in the case of joint holders to the registered addresses or in the case of joint registered holders to the registered address of that one of them whose name stands first on the register in respect of the bonds in question Provided that the registered holder or registered holders (if more than one) may by writing under his or their hands direct that the interest on his or their bond or bonds shall be sent to some other address and thereupon the warrant shall be sent accordingly :
- (D) The posting by the registrar or other officer of the Port Authority of a warrant or cheque for interest in a prepaid letter directed to such address as heretofore mentioned shall be a good discharge to the Port Authority for such interest :
- (E) Every warrant so sent by post shall be deemed to be a cheque and the Port Authority and registrar shall in relation thereto be deemed to be bankers within the Bills of Exchange Act 1882 :
- (F) Where two or more registered holders of a bond have given direction as to the payment of interest thereon and one of them become of unsound mind such direction shall not thereby become void.

7. Unpaid interest on a Port of London bond shall not under any circumstances bear interest against the Port Authority.

8. The minimum amount of principal money secured by any one bond shall be 20*l.*

9. A Port of London bond shall entitle the holder to payment at maturity of the sum secured by such bond together with the interest thereon and shall be charged on the port fund and all the revenues of the Port Authority.

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10. Whenever the holder of a bond issued to a registered holder shall die the executors and administrators of such deceased holder shall not become entitled to such bond or to the principal or interest secured thereby until in the case of the death of such holder the probate of his will or if he dies intestate letters of administration shall have been produced to the registrar of the Port Authority and a memorandum thereof shall have been entered in the proper register of transfers and the registrar shall endorse on each such bond and also on such probate or letters of administration a memorandum or note in writing signed by him specifying the date and purport of the facts entered in the register and for every entry in the register of transfers so required including the necessary endorsements the registrar may demand a fee of not exceeding 2s. 6d. for each bond.

11. Every transfer of a registered bond shall (except when transferred by will or by operation of law) be by deed duly stamped wherein the consideration for the same shall be fully and truly stated Provided always that erroneous statement of such consideration shall not vitiate the transfer or affect the same so far as the Port Authority are concerned.

12. No transfer of a registered bond shall be deemed complete nor shall the transferee of any such bond be entitled to receive the moneys payable under or by virtue of such bond or any interest in respect thereof until the transfer deed accompanied by the bond shall have been produced to the registrar of the Port Authority for registration and such transfer deed shall be duly registered by the registrar who shall endorse on every such bond thereby transferred a memorandum or note in writing signed by him specifying the fact of such transfer and the date thereof and of such transfer having been registered.

13. The Port Authority shall cause a notice to be written or printed on some conspicuous part of every bond issued by them to a registered holder that every transfer of such bond is required to be registered in manner aforesaid and also that no transfer of any such bond will be recognised unless the deed of transfer shall be delivered up to the Port Authority to be retained by them.

SEVENTH SCHEDULE.

A.D. 1920.

PART I.

(FORM OF BILL.)

PORT OF LONDON BILL.

Pursuant to the Port of London (Consolidation) Act 1920.

London the _____ day of _____ 19____

This Port of London bill entitles*

at the _____ or order to payment of £ _____ out of the port fund of the Port of London Authority on the _____ day of _____ 19____

Issued under the common seal of the Port of London Authority.



Secretary.

Registrar.

£ _____

* If this blank be not filled in the bill will be paid to bearer.

PART II.

(FORM OF REGISTERED BOND.)

PORT OF LONDON BOND.

No..... No.....
Per Cent. Bond
Due
19____

£

£

Issued under the powers of the Port of London (Consolidation) Act 1920 and secured upon the port fund and all the revenues of the Port of London Authority.

This bond entitles _____ of _____ to the principal sum of £ _____ sterling on presentation at _____ on the _____ day of _____ 19____ and in the meantime to payment of interest thereon at the rate of £ _____ per cent. per annum to be remitted by warrant half-yearly on the _____ day of _____ and the _____

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.] Act, 1920.*

A.D. 1920. day of _____ in each year up to the date of maturity free from deduction except in respect of income tax.

Dated in London the _____ day of _____ 19 .

This bond is one of a series of bonds amounting to £ numbered as follows :—

Nos.	to	£	each.
Nos.	to	£	each.
Nos.	to	£	each.

Issued under the Common Seal of the Port of London Authority.



Secretary.

NOTE.—Under the Port of London (Consolidation) Act 1920 no person claiming under any transfer of this bond will be entitled to receive any principal money thereby assigned or the interest thereof until such transfer shall have been first produced to _____ for registration as provided by the said Act and no transfer of this bond will be recognised unless the transfer shall have been delivered up to _____ to be retained by them. Notice will not be taken of any trust to which this bond or the money thereby secured is or may become subject and all transfers thereof should therefore be absolute and not made on any trust and must be made by a separate instrument.

PART III.

(FORM OF BEARER BOND.)

PORT OF LONDON BOND.

No.....	Per Cent.	No.....
	Due	Bond
£		£
		19

Issued under the powers of the Port of London (Consolidation) Act 1920 and secured upon the port fund and all the revenues of the Port of London Authority.

TRANSFERABLE BY DELIVERY.

This bond entitles the bearer to the principal sum of £ _____ sterling on presentation at _____ on the _____ day of _____ 19 .

Interest thereon at the rate of £ _____ per cent. per annum being payable at _____ on the _____ day of _____

[10 & 11 GEO. 5.] *Port of London (Consolidation) [Ch. clxxiii.]*
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and the day of in each year up to the date A.D. 1920.
of maturity coupons for which are annexed.

Dated in London the day of 19 .

This bond is one of a series of bonds amounting to £
numbered as follows:—

Nos.	to	£	each.
Nos.	to	£	each.
Nos.	to	£	each.

Issued under the common seal of the Port of London Authority.



Secretary.

FORM OF COUPON.

Port of London Authority	per cent.	
	bond coupon for six months	No.....
interest due	19 on bond	
for £	No.	Due.....
Payable at the		19.....
£	(amount of interest).	
	(Payable less Income Tax.)	£.....

EIGHTH SCHEDULE.

PROVISIONS AS TO PROVISIONAL ORDERS.

1. The Ministry of Transport shall not make any Provisional Order under this Act unless public notice of the purport of the proposed Order has been previously given by advertisement in two successive weeks in some London newspaper.

2. Before making any such Provisional Order the Ministry of Transport shall consider any objections which may be made thereto by any persons affected thereby and in cases where the subject matter is one to which an inquiry is applicable shall cause to be made an inquiry of which public notice shall be given in manner aforesaid and at which all persons interested shall be permitted to attend and make objections.

[Ch. clxxiii.] *Port of London (Consolidation)* [10 & 11 GEO. 5.]
Act, 1920.

A.D. 1920.

3. A Provisional Order may contain any incidental consequential or supplemental provisions which may appear to be necessary or proper for the purposes of the Order.

4. The Ministry of Transport may submit to Parliament for confirmation any Provisional Order made by them in pursuance of this Act but any such Order shall be of no force whatever unless and until it is confirmed by Parliament.

5. If while the Bill confirming any such Order is pending in either House of Parliament a petition is presented against any Order comprised therein the Bill so far as it relates to such Order may be referred to a Select Committee and the petitioner shall be allowed to appear and oppose as in the case of private Bills.

6. Any Act confirming any Provisional Order made in pursuance of this Act may be repealed altered or amended by any Provisional Order made by the Ministry of Transport and confirmed by Parliament.

7. The Ministry of Transport may revoke either wholly or partially any Provisional Order made by them before the Order is confirmed by Parliament but such revocation shall not be made whilst the Bill confirming the Order is pending in either House of Parliament.

8. The making of a Provisional Order shall be *primâ facie* evidence that all the requirements of this Act in respect of proceedings required to be taken previously to the making of such Provisional Order have been complied with.

NINTH SCHEDULE.

FORM OF STATUTORY DECLARATION RELATING TO CRAFT.

I _____ of _____
in the city [or county] of _____ [add description]
and if applicable add a member of the firm of _____
or trading as _____ or as case may be of the
same address or as case may be adding description] do solemnly and sincerely
declare as follows :—

1. I [or as case may be adding address and description if not appearing above] _____ am [or are] the
owner [or owners] of a barge [or barges or as case may be]
called or known as _____

2. The distinctive number assigned to me [or as case may be]
by the Port of London Authority is _____

[This paragraph to be omitted if no such number previously assigned.]

THIRTEENTH SCHEDULE.

A.D. 1920.

TABLES FOR GUIDANCE AS TO NUMBER OF PERSONS BOAT
 FIT TO CARRY.

TABLE I.

SKIFFS TO CARRY FROM 8 TO 2 PERSONS.

	For 8.	For 6.	For 4.	For 3.	For 2.
	Ft. ins.	Ft. ins.	Ft. ins.	Ft. ins.	Ft. ins.
Extreme length over all - - -	20 6	18 6	20 0	18 0	17 0
Length of the keel - - - -	17 6	16 0	17 0	15 0	14 0
Depth at the lowest part between the main and spray rowlocks or at the lowest part of the boat.	1 9	1 9	1 2½	1 1½	1 1
Extreme breadth at the main thwart at the top and within the gunwales.	5 0	4 10	3 10	3 5	3 4
Breadth at the main thwart at a rise of 3 inches from the keel streak.	3 1	3 1	2 7	2 7	2 6
Breadth forward at 4 feet from the main thwart at a rise of 8 inches from the keel.	3 1	2 10	2 7	2 7	2 6
Breadth aft at 4 feet from the main thwart at a rise of 4½ inches from the keel.	3 1	3 0	2 7	2 7	2 6

TABLE II.

GIGS TO CARRY 2 OR 3 PERSONS.

	For 3.	For 2.
	Ft. ins.	Ft. ins.
Extreme length over all - - - - -	23 8	22 1
Length of the keel - - - - -	21 0	19 0
Depth at the lowest part between the main and spray rowlocks or at the lowest part of the boat.	1 1	1 0
Extreme breadth at the main thwart at the top and within the gunwales.	3 3	2 7
Breadth at the main thwart at a rise of 3 inches from the keel -	2 4	2 0
Breadth forward at 4 feet from the main thwart at a rise of 8 inches from the keel.	2 4	2 0
Breadth aft at 4 feet from the main thwart at a rise of 4½ inches from the keel.	2 4	2 0

[Ch. clxxiii.] *Port of London (Consolidation) [10 & 11 GEO. 5.]*
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FOURTEENTH SCHEDULE.

FORM OF LICENCE FOR BOAT.

PORT OF LONDON AUTHORITY.

Name of boat.

Owner's name.

Owner's address.

Boat number.

Description of boat.

Number of persons which may be carried in such boat.

These are to certify that the Port of London Authority have this day registered and hereby grant a licence in respect of the above-named boat as above pursuant to the provisions of the Port of London (Consolidation) Act 1920.

Dated this day of 19 .

Secretary.

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