

THE LOWER AVON NAVIGATION TRUST LIMITED

BYE-LAWS

for the

REGULATION AND MANAGEMENT

OF THE LOWER AVON NAVIGATION

of the

RIVER AVON

and for other purposes

NOTE: These byelaws should be read in conjunction with and subject to General Public Legislation. Your attention is drawn particularly to:-

- a) The Criminal Damage Act 1971 which prohibits the intentional or reckless damaging or defacing of notices or other Trust property, or, by so doing, endangering other users of the Navigation, including fishermen, or their property.
- b) The Wild Life and Countryside Act 1981 which protects wild birds, plants and certain animals.
- c) Section 87 of the Environmental Protection Act 1990 which forbids the throwing down, dropping or otherwise depositing litter.
- d) The Public Order Act 1986 which forbids the use of threatening abusive or insulting language towards another with the intent that that person should fear that immediate unlawful violence would be used, or to provoke another to use immediate unlawful violence.
- e) All craft on the river are subject to regulations made under powers contained in the Merchant Shipping Act 1979. It should be borne in mind that where appropriate, the river should be regarded as a narrow channel in which larger vessels are restricted in their ability to manoeuvre.

APPLICATION OF BYE-LAWS

Application of Bye-laws

1.

- (1) These bye-laws shall apply to the River Avon from the confluence of the said river with the River Severn at Tewkesbury in the County of Gloucestershire up to and including the lock and weir at Evesham in the County of Hereford and Worcester including all channels, cuts, backwaters, basins, marinas, locks, weirs, sluices and navigation works whensoever formed (such river hereinafter called the Navigation) used or capable of being used in connection with the navigation of the said river or by persons navigating the said river and to the properties of the Lower Avon Navigation Trust Limited in, on, or adjoining the navigation and to the banks of the navigation and shall apply also to acts done upon land bordering upon or adjoining the banks of the navigation but only insofar as the said bye-laws relate to offences prejudicial to the Navigation or offences committed by persons navigating the river.
- (2) These bye-laws shall be deemed to be in extension of and not in substitution for or diminution of any rights or remedies of the Trust whether conferred by Statute Contract or at Common Law and as regards any act constituting an offence against these bye-laws which is also a criminal offence under the provisions of any other bye-laws, statute or at common Law, nothing therein contained shall preclude the Trust or any person entitled to do so from prosecuting for such offence under such provision or in the case of the Trust from prosecuting under such provision or these bye-laws.

Not to conflict with duties of other Authorities

2. Nothing in these bye-laws shall restrict, interfere with or prejudice the exercise of any statutory rights or powers which are now or hereafter may be vested in or exercised by any Minister of the Crown, Local Authority or the National Rivers Authority and nothing in these bye-laws shall be deemed to exclude or override any bye-laws made by a Local Authority in the area of such Local Authority through which the Navigation passes or of the Water Authority

Protection of Riparian owners and occupiers

3. Nothing in these bye-laws shall apply to any act done by or with the authority of a riparian owner or occupier on the land of such owner or occupier not being an act prejudicial to the safety or convenience of persons using the navigation or tending to the injury of the Navigation.

Interpretation

Definition of terms

4.

- "The Navigation" means the river Avon Navigation as described in bye-law 1 above.
- "The Trust" means the Lower Avon Navigation Trust Limited whose registered office is at present situate at Mill Wharf, Mill Lane, Wyre Piddle, Pershore WR10 2JF, Hereford and Worcester.
- "Local Authority" includes any Highway Authority in which is vested any bridge over the Navigation.
- "Certificate of registration" means the form or forms of Certificate in use by the Trust from time to time applicable to different categories of vessel.
- "Inflammable spirit" includes petroleum spirit, diesel oil, paraffin and gas contained in a bottle or other receptacle.
- "Master" means the person having for the time being the command, charge or management of a vessel.
- "Night" means the period between half an hour after sunset to half an hour before sunrise.
- "Officer" includes any person authorised in writing by the Trust.
- "Owner" includes (a) in relation to any vessel the master or hirer, and (b) in relation to any goods a consignor, consignee, shipper, broker or agent.
- "Pleasure boat" includes vessels constructed or adapted for the carriage of passengers and driven by mechanical power and any yacht, launch, houseboat, randan, wherry, skiff, gig, dinghy, shallop, punt, canoe, coracle, raft, float or other ship boat or craft (including amphibious craft) but does not include a vessel being used solely as a tug or for the carriage of goods.
- "Power-driven vessel" means any mechanically propelled vessel driven by machinery.
- "Prolonged blast" means a blast of from four to six seconds duration.
- "Short blast" means a blast of about one second duration.
- "Restrictions on navigation" means notices to boat owners or notices erected by or with the authority of the Trust on which the name of the Trust appears.
- "Sluice" means any sluice, clough, clowe, valve, paddle, penstock or other device for controlling the passage of water through weirs, dams, lock-gates, the walls of locks or through the banks of a navigation cut or any works connected therewith.
- "Speed" means speed over the ground.
- "Tender" means any form of craft which is used solely as the only tender to its parent vessel in the same ownership as the tender.
- "Vessel" includes any ship, boat, barge, lighter or raft and any other description of craft including hovercraft within the meaning of the Hovercraft Act 1968 whether used in navigation or not.
- "Visible" when applied to lights means visible on a dark night with a clear atmosphere at a distance of at least one mile.
- "Whistle" means any appliance capable of producing the prescribed short and prolonged blast.

CERTIFICATE OF REGISTRATION

Certificate of Registration

5. A person shall not by himself, his servant or agent launch, use or navigate or permit or knowingly cause to be launched, used or navigated or assist in launching, using or navigating any vessel (other than a tender to a vessel for which there is a certificate of registration in force) upon the Navigation unless a certificate of registration relating to the vessel be then in force.

Certificate of Registration to be exhibited

6. Subject to the provisions of paragraph (2) of bye-law 7 of these bye-laws:
 - (1) Any vessel (other than a tender to a vessel for which there is a certificate of registration in force) kept on or launched upon the Navigation shall have exhibited and fixed to the vessel so as to be visible from the outside a certificate of registration then in force.
 - (2) The master of every vessel shall produce on demand to any person duly authorised by the Trust or to any Police Constable the certificate of registration then in force in respect of that vessel.

Name and identity of vessels

7.
 - (1) Every vessel shall have exhibited on the outside thereof so as to be clearly legible at all times at a distance of twenty yards and visible from both sides thereof her name, or if unnamed, the name of her owner or a number allotted to her by the Trust for the purpose of identification except that a mark name or number approved by the Trust and displayed on the sail or such other part of an unpowered pleasure boat as may be approved by the Trust may be accepted by the Trust as sufficient means of identification of such unpowered pleasure boat. In addition every vessel hired to other than the owner shall similarly exhibit the name and address or telephone number of the owner. A tender shall have exhibited the name or the number of her parent vessel or her owner preceded by the words "tender to".
 - (2) Notwithstanding anything in the provisions of bye-law 6 hereof or of paragraph (1) of this bye-law, it shall be sufficient compliance with those provisions for any vessel owned or used by the Scout Association of the Girl Guides Association or their members to display conspicuously on the outside thereof the badge of that Association together (in the case of a powered vessel) with the name of the vessel similarly displayed in letters of such colour character and size as will be clearly legible at all times.

Duty to supply information

8.

- (1) The master or other person in charge of every vessel shall give (as and when may reasonably be required) to the Trust or any duly authorised person all such information as may reasonably be required for the purpose of the issue of the certificate of registration and, in the case of a cargo vessel, full particulars of the cargo (if any) and the places of origin and delivery of the cargo so as to enable charges, tolls and dues to be correctly charged and shall pay such charges and dues in such manner as the Trust may direct.
- (2) The information referred to in sub paragraph (1) may include:
 - a. the full name and residential address of the owner
 - b. age of the owner if under eighteen years
 - c. type of certificate of registration required
 - d. name or number or identifying mark of the vessel
 - e. dimensions of length overall, beam overall, draught, and maximum height above water
 - f. place where normally kept when in commission and place where normally laid up
 - g. particulars of third party and passenger insurance
 - h. type of vessel and, if powered, brake horsepower and type of engine, stating whether inboard or outboard and whether including a tender
 - i. declaration signed by the applicant that to the best of his knowledge and belief the particulars given are correct
- (3) Upon submission of an application form containing the information required in paragraph (2), registration shall be granted providing;
 - a. the dimensions overall of the vessel of length, beam, draught and height above water are no greater than the maxima from time to time laid down by the Trust
 - b. the condition of the vessel complies with the requirements of bye-laws 9, 10, 11 and 12 including adequate third party and passenger insurance.

CONDITION OF VESSELS

Condition of vessels

9. No person shall bring, use or leave on the Navigation any vessel which is not in every respect fit for navigation and in a safe and reasonably watertight condition having regard to the requirements of these bye-laws and to the purposes for which the vessel is intended to be used.

Vessels to have fenders ready for use

10.

- (1) Every sailing vessel over eighteen feet in length or power driven vessel shall have fitted adequate bow and stern fenders and have ready for immediate use other fenders of suitable material and in good condition and the master of such vessel shall use such fenders whenever there is a risk of the vessel striking against any other vessel or against any wall, lock gate, bridge or other thing
- (2) Every vessel not otherwise required to carry life-saving apparatus except oared racing craft shall have ready for use a life-jacket or similar apparatus for each person carried or a lifebuoy of suitable material and in good condition for every two passengers or crew.

Stowage of equipment

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

Stowage of inflammable spirit or gas intended for use on vessels

12.

- (1) The owner of every vessel shall take all reasonable precautions to ensure that inflammable spirit or gas taken on or carried on such vessel and intended for use on the vessel shall be loaded, stowed and used in such a manner as not to be or to become a danger or give reasonable grounds for annoyance to persons or property and shall have available at all times adequate equipment and materials for fighting fire.
- (2) All powered vessels and all vessels equipped with non-electric apparatus for cooking, heating or lighting shall carry adequate fire appliances including at least one portable fire extinguisher of a type suitable for quenching oil, petrol or L.P.G. fires.

SPEED LIMITS

Speed of vessels

13.

- (1) No vessel shall exceed 4 miles per hour when travelling upstream and 6 miles per hour when travelling downstream on any part of the Navigation not subject to local speed restrictions.
- (2) It shall not be an offence under paragraph (1) of this bye-law for a vessel to exceed such speed limit if for the purposes of any regatta, training, demonstration, test or other similar event there is in force in respect of that vessel or in respect of vessels generally taking part in the event a special permit from the Trust in writing authorising a higher speed nor shall it be an offence for a vessel in use for by-law or Law enforcement purposes or for saving life to exceed such limits.
- (3) The master of every vessel shall observe specific or local speed restrictions either specified in the certificate of registration or permit relating to the vessel or notified in whatever form as a restriction of navigation.
- (4) Every vessel shall proceed at slow speed not exceeding four miles per hour when passing moorings, small craft and vessels not under way and those exercising fishing rights and when entering or leaving locks or lock cuts.

Engines to be silenced

14. Every engine used on or in conjunction with a vessel shall be efficiently silenced so that it produces no noise to the discomfort or annoyance of any person.

Noise

15. No radio, record player or other mechanical recording device or musical instrument shall be used so as to be a nuisance or an annoyance to other persons and no person aboard or landing from any vessel shall make an excessive and unnecessary noise so as to annoy other persons. No horn, whistle or bell shall be used otherwise than for making sound signals in the course of navigation or customary and usual time signals.

Disposal of rubbish etc.

16. No master, member of the crew of any vessel, passenger carried by a vessel or any visitor on-board a vessel may dump, leave or place in or on the navigation or lands bordering the navigation any rubbish, debris or closet contents except in receptacles or places provided for the purpose. Nor shall any such person allow any fuel, oil, grease, paint or other such substances to enter the navigation from the engine, bilges, holds or decks of any vessel.

Master to be a responsible person

17. Every vessel when under way shall have a person in charge thereof as master and no person shall (except in a case approved in writing by the Trust) permit a child under fourteen years of age to navigate any power-driven vessel unless there is a responsible adult person supervising such navigation.

Rule of the river

18.

- (1) Where two vessels are proceeding towards one another in the fairway (centre of the main navigable channel) the master of each vessel shall steer his vessel to its starboard (right) side in such a manner that such vessels pass freely with the port (left) side of each vessel nearest to the port side of the other vessel.
- (2) A vessel moving on the port side of the fairway for any reason shall give way to a vessel in the fairway and not attempt to cross the bows of the oncoming vessel.
- (3) In a narrow channel the smaller of two vessels shall not intentionally hamper the safe passage of the larger vessel which by reason of its size or draught is confined to the centre of the channel.
- (4) Every vessel overtaking any other vessel shall keep out of the way of the overtaken vessel.

Sound signals

19.(1) Every power-driven vessel shall be furnished with an efficient whistle.

- (2) When vessels are in sight of one another the master of a power-driven vessel under way in taking any of the courses hereinafter referred to in this bye-law shall indicate that course by the following signals on such whistle, namely; one short blast to mean "I am altering my course to starboard", two short blasts to mean "I am altering my course to port", three short blasts to mean "My engines are going astern".
- (3) In fog, mist, falling snow, heavy rainstorm or any other condition similarly restricting visibility whether by night or day, the following signals shall be used:-
 - (a) A power-driven vessel making way through the water shall sound, at intervals of not more than two minutes, a prolonged blast;
 - (b) A power-driven vessel underway but stopped and making no way through the water shall sound, at intervals of not more than two minutes, two prolonged blasts with an interval of about one second between them.
- (4) A vessel when towing and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command, restricted by its size to the centre of the channel or unable to manoeuvre as required by these bye-laws shall sound three blasts in succession, namely one prolonged blast followed by two short blasts, wherever it shall be necessary to do so to give warning to an approaching vessel.
- (5) A vessel aground or anchored in the fairway or mid-channel shall signify the same by sounding five or more blasts or strokes of a bell in rapid succession whenever it shall be necessary to do so to give warning to an approaching vessel.

Navigation of pleasure boats

20. (1) A pleasure boat when meeting, overtaking or being overtaken by a power-driven vessel other than a pleasure boat shall so far as possible keep out of the main navigable channel.
- (2) When two sailing vessels are approaching one another so as to involve risk of collision (unless both vessels are racing under rules prescribed by the Royal Yachting Association) one of them shall keep out of the way of the other as follows;
- (a) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other
 - (b) when both have the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to leeward. For the purposes of this bye-law the windward side that be deemed to be the side opposite to that on which the main sail is carried.

Vessels turning

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

Navigation at Night

- 22.
- (1) Every power-driven vessel exceeding fifteen feet overall when under way at night under engine power shall show navigation lights (port, starboard, stern and masthead or centre lights).
 - (2) Every other vessel whether power-driven, sailing or manually propelled, when under way at night shall show either navigation lights or a single white light when in the vicinity of another moving vessel.
 - (3) Every vessel anchored or stopped in the fairway at night shall show a white light visible from all directions.
 - (4) Cargo-carrying canal narrow boats shall show one white headlight and may do so instead of navigation lights.

LOCKS AND BRIDGES AND RESTRICTION ON NAVIGATION

Vessels approaching works or repairs.

23. The master of any vessel approaching or being near any place where dredging, piling, diving, or any other works or repairs, maintenance or construction are in progress shall navigate his vessel at such speed and in such manner as shall not imperil the safety of any other person or cause any damage or injury to any of the plant or equipment employed in such work or to any of such works and shall comply with all long and short-term stoppage notices and shall abide by the directions of those controlling the works.

Navigation of vessels at or near locks and bridges and in restricted areas.

24.

(1)

- a. The master of any vessel approaching, entering, passing through or by or leaving any lock or moveable bridge or other work or device shall knowingly cause his vessel to be navigated at such speed and controlled in such manner as not to strike, imperil, damage, obstruct or run foul of the lock or moveable bridge or other work or device or any part thereof or any other vessel approaching, entering, passing through or by or leaving the lock or moveable bridge or other work or device.
- b. At any lock or moveable bridge or other work or device which is operated by staff provided for that purpose the lock-keeper, bridge operator or other authorised officer of the Trust or of the National Rivers Authority in charge shall regulate the vessels approaching, passing through and leaving such lock or moveable bridge or other work or device (other than the manoeuvring and securing up of such vessels) and the master of all vessels in the vicinity of such lock or moveable bridge or other work or device shall obey the directions of the said lock-keeper, bridge-operator or other authorised officer.
- c. Where a signal light is in operation to indicate when a lock or moveable bridge is open for vessels to pass the master of a vessel approaching such lock or moveable bridge shall not permit his vessel to proceed beyond the said signal light unless it is showing green and shall not permit his vessel so to proceed whilst such light is showing red.
- d. In this bye-law "lock" includes any sluice or weir or associated structure.

- (2) The master of any vessel passing through an area which is subject to a restriction on navigation shall cause his vessel at all times to be navigated at such speed and controlled in such manner as to conform with such restrictions.

Operation of locks

25. Any person operating a lock which is not operated by the Trust's staff shall ensure that the gates and sluices astern of a vessel in such lock shall be closed before the sluices and the gates ahead of such vessel are open.
26. No person shall intentionally:
 - a. Open or close or attempt to open or close the gate of any lock except by the means provided for that purpose or before the water is level on both sides of the gate.
 - b. Draw or operate any sluices until the lock gates are closed
 - c. Operate to leave open any sluices so as to waste water
 - d. Operate any sluice, paddle, gate or other device otherwise than by means of a handle, windlass or key of correct size and taper
 - e. Fill or empty any lock of water for the admission of any vessel to the lock when there is another vessel approaching the lock from the opposite direction and within two hundred yards thereof and the level of the water in the lock is suitable for the approaching vessel to enter the lock
 - f. Cause or allow any vessel to remain in a lock longer than is necessary for the expeditious passage thereof.

Vessels passing under bridge

27. The master of any vessel intending to navigate his vessel under any bridge or through any lock shall take all steps necessary to ensure that his vessel can pass such bridge or lock without damaging the same.

MOORING OF VESSELS

Vessels to be properly moored

28. Any vessel (other than a dredger or other vessel engaged in works of maintenance or unpowered vessel under 18 feet in length) moored at any wharf or elsewhere shall be securely moored head and stern with good and sufficient ropes or other efficient apparatus and shall be laid as close to and along the sides or front of such wharf or other mooring places as conveniently may be and shall be moored in such manner and in such a position as not to cause any obstruction to the navigation of other vessels.

Mooring to lock gates etc.

29. No vessel shall be secured or attached to any sluice, lock-gate, bridge or other work not provided for the purpose of mooring.

Use of Vessels

30. No vessels shall, without the prior written permission of the Trust
- a. Be used for any commercial or industrial maintenance purpose whatsoever; or
 - b. Be occupied for residential purposes by any individual or group of individuals for an aggregate period of more than 6 weeks in any one calendar year.

GENERAL

Notice of anchor left in the river

31. The master of every vessel which has slipped, parted from or lost any anchor, cable, propeller or other object liable to obstruct the Navigation shall forthwith give notice thereof and of the position of such anchor, cable, propeller or other such object to the Trust.

As to sunken vessels and other obstructions in the river

- 32.
- (1) The master of every vessel which has sunk or is stranded in the Navigation shall forthwith give to the Trust and to the National Rivers Authority notice thereof and of the position of such vessel and if instructed to do so by any officer of the Trust shall mark its position with buoys or other means and shall remove it within a period specified by the Trust having always due regard to river condition.
 - (2) No marker buoy, notice, signal or other device used for racing or other such activity shall be left in place in the Navigation by night.

Precautions in taking in or discharging ballast etc.

33. The master of a vessel shall not load or discharge any cargo, ballast, fuel, refuse or rubbish, any part of which is liable in this course of such loading or discharging to fall into the Navigation without taking such precautions as shall effectually prevent any such cargo, ballast, fuel, refuse or rubbish from falling into the Navigation.

Obstruction to the Navigation

34. Without prejudice to any other right or remedy whether conferred by statute or otherwise of the Trust or any other person, no person shall intentionally obstruct the Navigation and no person shall do, knowingly cause or permit any act tending to obstruct the Navigation or obstruct, delay or hinder the passage of any vessel or permit the continuance of any obstruction for which he is responsible unless such obstruction or act be authorised by the Trust.

As to offences against decency, bathing etc.

35. Whilst in any vessel upon the Navigation or upon any land of the Trust no person shall
- (a) Bathe in any lock or lock cutting or at any place where a notice prohibiting bathing is for the time being exhibited by the Trust
 - (b) Erect or replace any notice, notice board, buoy or marker in any way affecting the Navigation without consent of the Trust.
 - (c) Without prejudice to the Firearms Acts 1968 to 1988
 - (1) without lawful authority or reasonable excuse have with him:
 - (i) A loaded shotgun
 - (ii) A loaded air weapon
 - (iii) Any other firearm whether loaded or not together with ammunition suitable for use in that firearm or
 - (iv) An offensive weapon
 - (2) Discharge any firearm other than:
 - (i) With the authority of the Trust for the purpose of pest control
 - (ii) As a lawful distress signal
 - (iii) In the proper use of lifesaving apparatus
 - (iv) A firearm loaded with blank ammunition for use as a starting signal where he has the authority of the Trust to discharge it for that purpose

In this by-law "offensive weapon" has the same meaning as in the Firearms Acts 1968 to 1988.

Persons not to meddle with sluices

36. No person shall use, interfere or meddle with the gear at any lock or weir or with any sluice belonging to the Trust or National Rivers Authority. Provided that this bye-law shall not apply to persons passing any vessels through, by or over any lock belonging to the Trust in accordance with the terms of a certificate of registration from the Trust relating to that a vessel then in force.

Masters of vessels to obey directions of officers of the Trust, National Rivers Authority or Police Authority.

37. The master of every vessel shall obey and conform to the directions of any officer of the Trust or of the National Rivers Authority or any Police Constable relating to the navigation, mooring or unmooring of such vessels.

Works etc. Wire not to be laid or erected across river without consent.

38. No person shall without informing the National Rivers Authority and obtaining the previous consent of the Trust do works or lay down or erect or knowingly suffer to be laid down or erected any wire rope, cable, chain, pipe or duct in, over, under, across or near to the Navigation. Provided that this bye-law shall not restrict, prevent, interfere with or prejudice the exercise of any existing or future statutory rights or powers.

Useless or derelict vessels not to remain in river

39. No person shall place or allow to be placed or remain upon any part of the Navigation any useless or derelict vessel or part thereof without the previous consent of the Trust and shall as soon as reasonably practicable remove the same on being required to do so by any officer of the Trust.
- 40.
- (1) Where the commission by any person of any offence under these bye-laws is due to the act or default of some other person, that other person shall be guilty of the offence; and a person may be charged with and convicted of an offence by virtue of this bye-law whether or not proceedings for the offence are taken against any other person.
 - (2) Upon the failure within 28 days by any person to carry out the instruction or requests of an officer of the Trust under byelaws 34, 37 and 39, the Trust shall be entitled to take such action as it considers necessary to comply with those instruction or requests at the expense of the master or owner of the vessel concerned.
 - (3) For the purposes of paragraph (2) of this bye-law it shall be sufficient for the Trust (in the absence of any person being apparently responsible for the vessel) to affix notice to the offending vessel requiring compliance within the relevant byelaw within 28 days failing which the Trust will be empowered to act under paragraph (2) of this bye-law.

Penalties

41. Any person who without reasonable excuse contravenes or fails to comply with any of these bye-laws shall be liable on summary conviction to a fine not exceeding level 1 of the standard scale and in the case of a continuing offence a further daily fine not exceeding £5.
- 42.
- (1) In any proceedings for an offence under these bye-laws it should be a defence for the person charged to prove:
 - (a) that he took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence; or
 - (b) that he had a reasonable excuse for his act or failure to act.
 - (2) If in any case the defence provided by paragraph (1) (a) of this bye-law involves the allegation that the commission of the offence was due to the act or default of another person the person charged shall not, without leave of the court, be entitled to rely on that defence unless, within a period ending seven clear days before the hearing, he has served on the prosecutor a notice in writing giving such information identifying or assisting in the identification of that person as was then in his possession.

THE COMMON SEAL of

The LOWER AVON NAVIGATION TRUST LIMITED

Was hereunto affixed

This 22nd day of February 1991

In the presence of :

TREVOR W GRAY

RAYMOND EDWARDES

Members of the Council

Seal of the Trust affixed here

PATRICIA EDWARDS

Secretary

The foregoing bye-laws are hereby confirmed by the Secretary of State and shall come into force on the 1st day of April 1992

Signed by authority of the
Secretary of State
19th March 1992

N DORLING
An Assistant Secretary
in the Department of the
Environment.