

Board. The first contribution of three pounds and two pounds shall be payable to the Pilot Master within one month after confirmation of these Bye-laws, and annually thereafter, at the same time as the fees for the granting or renewal of such Certificate, and if, on the expiry of the Certificate, either of these sums, as the case may be, is shown by such Master or Mate to be in excess of the five per cent. during the currency of the Certificate, such excess shall be refunded.

III. Every Master or Mate who does not in all respects conform to these Bye-laws shall be liable to have his Certificate suspended or cancelled at the discretion of the Pilot Board, over and above payment of the amount of contribution due by him.

Signed by two Members of the Board and the Secretary.

At the Court at *Windsor*, the 12th day of *November*, 1900.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the five hundred and eighty-second and five hundred and eighty-third sections of "The Merchant Shipping Act, 1894," it is enacted that a Pilotage Authority may, by Bye-law made under Part X of that Act, do all or any of the things specified in section five hundred and eighty-two; but that a Bye-law so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council:

And whereas the Gloucester Pilotage Board being a pilotage authority within the meaning of the said Act, have made and submitted for the confirmation of Her Majesty certain new Bye-laws, as set forth in the Schedule hereto annexed, in substitution for the Bye-laws hitherto in force:

And whereas it has been made to appear to Her Majesty that the proposed new Bye-laws are proper and reasonable:

And whereas Her Majesty was pleased, by and with the advice of Her Privy Council, on the seventeenth day of September, nineteen hundred, to approve the said Bye-laws as *Provisional Rules* within the meaning of "The Rules Publication Act, 1893":

And whereas the provisions of section one of "The Rules Publication Act, 1893," have been complied with:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by "The Merchant Shipping Act, 1894," and by and with the advice of Her Privy Council, is pleased to approve of and doth by this Order confirm the said Bye-laws as set forth in the Schedule hereto annexed.

A. W. Fitz Roy.

#### SCHEDULE.

*Bye-laws for the Regulation of Pilots and Pilotage at the Port of Gloucester.*

1. Subject to the provisions contained in the twenty-fourth section of "The Bristol Channel Pilotage Act 1861" no person shall be eligible, or shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a pilot of the district, and been at least one year in the coasting or over sea trade in square rigged sailing vessels or shall have been engaged as master in the coasting trade in the waters of the district for not less than five years; and no person shall be eligible if less than twenty-three years or more than forty-five years of age.

2. Every candidate for apprenticeship before he can be considered eligible for the pilot service, shall produce satisfactory testimonials as to character, and a surgeon's certificate that he is of sound health; he shall prove to the satisfaction of the Board that he is not less than fourteen or more than eighteen years of age, and that he has passed Standard 6 required for the full time employment under the Elementary Education Act. Having complied with these requirements, he may, after a month's probation, if approved by the Board, be apprenticed to a pilot for five years, and the indenture of apprenticeship, which shall be in a form approved by the Board, shall be signed by the pilot, the apprentice, and his guardian, and then be registered and kept at the pilotage office.

3. The pilot to whom any apprentice is serving shall endorse on the back of every indenture a statement of time lost by the apprentice, and of pecuniary losses which have been incurred by the pilot by reason of the negligence or want of attention of the apprentice, and such statement shall be signed by the pilot and apprentice on the respective dates when such losses shall be charged against the apprentice.

4. At the expiration of the five years' apprenticeship, the pilot and apprentice shall appear before the Board with the indenture, and the Board shall thereupon decide as to the amount of time and money (if any) to be made good by the apprentice before the indenture shall be given to him, and such decision shall be finally binding on all parties. Whenever an apprentice shall for the first time appear before the Examining Committee for examination for a licence to act as pilot, his indenture of apprenticeship and all papers which the Committee shall think necessary, shall be submitted to their inspection.

5. The Board shall have full power to enquire into the conduct of pilots towards their apprentices and vice versa, and to investigate all complaints made by pilots against their apprentices, and also by apprentices against pilots whether they may be the masters to such apprentices or not, and also into the general conduct of apprentices and pilots, and the Board shall have full power to make such orders, and to inflict fines and penalties in reference thereto. Also to withhold or cancel any licence of indenture.

6. The Board shall have full power to limit the number of pilots, and when a vacancy occurs in the number of pilots the first apprentice on the rota who is eligible for examination shall receive due notice to attend the Committee for examination. If such apprentice shall fail without reasonable cause to attend or shall fail in such examination he shall lose his first turn, and so on in rotation until all the apprentices so eligible have been dealt with, but should any apprentice fail in his examination he shall be allowed to take his turn when the next vacancy occurs until he has had three chances, and after that the matter shall be left with the Board.

The clerk shall keep a list of all apprentices showing their respective service in the boats, with the names of the pilots to whom they are apprenticed together with a full record of their service with a note when each apprentice is out of his time, where he has subsequently been engaged and whether eligible for examination as pilot.