

wind and weather may permit or circumstances may require; but not further to the westward than the rock, called the Middle Mouse, or eastward than Priestholm Island, bearing S.S.W. by compass.

The duty of the first boat shall be to offer the services of, and to furnish pilots to, all vessels inward bound; and for that purpose the master shall use his best endeavours to speak all such inward-bound vessels as may come within the limits of his station, without respect to their being from a foreign voyage, or otherwise. That if it become necessary for this boat to chase any vessel to the northward, or out of the fair-way track, the second boat shall remain on such station, and board all vessels wanting pilots, which vessels shall be exchanged on the finish of the cruise.

The duty of the second boat shall be to be near the first, and to see that the master of the first boat does his duty; and also to board and give pilots to any vessel, homeward bound, that may not have been boarded by the first boat; and, in case the master of the first boat shall wilfully neglect or refuse to put a pilot on board any such vessel requiring one, the master of the second boat shall furnish such vessel with a pilot, and shall note the circumstance, with all particulars of time, place, and weather, in his journal; and immediately on his return to Liverpool shall report the same to the Committee. And as soon as the first boat has left her station, the second boat shall succeed to it.

#### XIII.—*Station and Duty of the Third Boat.*

This boat shall cruise to the eastward of Point Linas, and to S.S.W. of the west end of the Great Ormshead, and board any vessels that may pass the first and second boats, and when the second boat has left her station, this boat shall succeed her.

#### XIV.—*Station and Duty of the Fourth Boat.*

This boat shall cruise as far west as the eastern limit of the third boat, and eastward until Barland bears S.S.W. by compass.

The duty of this boat shall be to board and furnish pilots to all vessels requiring them within the limits of her station, whenever the second and third boats may be out of sight or refuse to board, or whenever such vessels shall have passed the limit of the third boat's station; and to see that the second and third boats perform their duty, in like manner as the second boat is to look after the first. And when the third boat has left her station this boat shall succeed her.

#### XV.—*Station and Duty of the Fifth, or First Hoylake Boat.*

The station of this boat shall be to the westward of the N.W. Light Ship, so far as to keep sight of it from the deck; and shall come to the Light Ship for the purpose of being relieved, when the boat which is to relieve her arrives at the Bell Buoy or N.W. Light Ship, and when relieved, she shall take the fourth westward station.

#### XVI.—*Station and Duty of the Sixth Boat, or Second Hoylake Station.*

The duty of this boat shall be to board all vessels that are to the eastward of a line drawn from the point of Ayr, and the N.W. Light Ship, and all vessels to the northward, when the first boat is not within a reasonable distance, and after high water, every day she shall stretch over towards the Bell Buoy, and be ready to take pilots out of any vessel going to sea.

#### XVII.—*Station and Duty of the Seventh Boat.*

The seventh boat shall follow and take the pilots out of vessels outward bound; for which purpose one of the masters, all the apprentices, and as many pilots belonging to the said boat as shall be required by the master, shall be on board; and as soon as all the pilots are taken on board her from vessels outward bound, she is to return with them to Liverpool. This duty shall be performed by the next boat that has the turn for the second Hoylake station.

Each pilot taken on board into a pilot-boat from an outward-bound ship, or otherwise, shall submit to the authority and direction of the master, whilst he remains on board, in all respects as if he formed part of the crew.

#### XVIII.—*Boats not on Service.*

The other boats shall be kept in constant readiness, to perform any extra service that may occur; the last boat upon turn for regular service to have the preference; but none of them shall leave the port, under any pretence whatever, except for the purpose of assisting vessels in distress or other pressing emergency, or for the purpose of surveying the banks for the instruction of the crews and apprentices, without an order given by the Superintendent; and in case of any boat being absent, except on survey, when required to go upon the regular service of the port, she shall forfeit her turn.

#### XIX.—*Boats to take the Stations by turns.*

All boats are to take their turn or rotation for service in the same order as they arrive from sea, and in case of more boats than one leaving Liverpool, by order of the Superintendent, to proceed to the stations at the same time, it shall be lawful for the first boat upon turn to commence boarding vessels, and furnishing them with pilots, as soon as she has got to the westward of the Hoylake Boat; but it is to be clearly understood that this privilege extends only to boats actually on their passage to the westward stations, and not after they have arrived there, and that in boarding vessels, when more than one boat is in sight, the first boat upon turn is, on all occasions, to take precedence.

#### XX.—*Boarding Vessels out of turn.*

The masters and crews of any boat convicted of boarding and piloting any ship or vessel out of her regular turn, shall forfeit every advantage gained thereby, in respect of pilotage inwards and outwards, to the masters and crew of the boat which may be declared by the Committee to be entitled thereto.

#### XXI.—*Boats to carry Distinguishing Signals when on Service.*

All pilot-boats, whilst upon their stations and in turn for boarding vessels, shall, during daylight, keep at the mast-head a red and white flag constantly flying, the upper horizontal half white and the lower half red, of large dimensions, and to be kept clean; and during the night, the boat on turn for boarding, shall exhibit lights in accordance with the Admiralty regulations.

#### XXII.—*Pilots having Charge of Ships or Vessels to show Signals when chased by a Pilot-boat.*

The pilot in charge of a ship inward bound, when he perceives any pilot-boat in chase, shall