

make the following signals for the purpose of showing that the vessel has a pilot on board :—

By day—the national flag to be hoisted on board the vessel, in such a situation as to be best seen by those on board the boat, which flag must be hauled down again and re-hoisted every five minutes, until seen.

By night—a light to be hoisted and lowered in the same manner.

And all pilots having charge of ships or vessels as aforesaid, and being hailed by any pilot-boat, shall, on all occasions, give a true account of the time when they were boarded, and the number of pilots left on board the boat to which they belong.

All masters of pilot-boats, when on any of the westward stations, are also to give a true account of the number of pilots they have on board, whenever they are required so to do by the master of any other boat.

XXIII.—*Lights of Vessels at Anchor.*

That pilots in charge of vessels when at anchor at night, in river or channel, do order white lights to be hoisted, where they can be best seen, say—one on the “fore stay,” not less than eight feet above the upper top-rail of the bulwarks, and the other at the “gaff end,” or some such conspicuous place “aft,” not to be less than eight feet above the upper top-rail of the bulwarks, so long as at anchor in pilot water, say in the channels or river.

XXIV.—*Annual Survey.*

Every pilot-boat in the service shall, once in each year, commencing on the first of April, in such rotations and at such times as may be fixed by the Committee, having due regard to the interest and convenience of the service, sail to and make an accurate examination and survey of the following ports and places; namely: Lancaster, Pile of Foudre, River Wyre, and all ports in the Isle of Man, Holyhead Harbour, Beaumaris, and Chester. The Committee-clerk or Superintendent shall give notice, in writing, to the master of every boat ordered on this survey, at least twenty-four hours before the time appointed for sailing; and shall go on board when the boat is ready for sea and muster the crew; when one of the masters, half of the journeymen, and all the apprentices, are hereby directed and required to be present, and to proceed upon and remain on board during the survey, unless reasonable cause of absence can be shown to the satisfaction of the Committee; and the masters and journeymen shall go upon the survey by turns, so that each individual shall go once in two years. The master shall keep an exact and accurate journal of their proceedings, which shall contain all such remarks and information as he shall make or obtain relative to the lighthouses, landmarks, buoys, perches, and other sea-marks, as well as all rocks, sand-banks, and other dangers, and the depth of water within the limits of the survey. He shall obtain a certificate from some principal officer of the revenue, at each of the ports above mentioned, that he has visited the port, which journal and certificate shall be delivered to the Committee-clerk or Superintendent within twenty-four hours after his return to Liverpool.

No more time shall be spent on the survey than is necessary for the purposes above mentioned; nor must any ship or vessel be boarded by or furnished with a pilot from any boat whilst on the survey, except such ship or vessel shall be in distress, in which case the particulars of her situation shall be accurately noted in the journal.

XXV.—*Pilots to obey the Orders of the Harbour, Dock, and Pierhead Masters.*

All pilots shall obey the by-laws (for the time being) of the trustees for the better regulation of the Liverpool Docks, as well as all orders and directions that may be given to them by the Harbour, Dock, and Pierhead Masters, relative to the docking, towing, or transporting vessels under their charge.

XXVI.—*No more to be charged for Pilotage than is allowed by the Rates.*

No pilot shall make any agreement for or receive any greater sum of money as pilotage of any ship or vessel than is allowed by the Commissioners under the Act of Parliament.

XXVII.—*Rates of Chester Pilotage, and for docking and transporting Vessels.*

The pilotage to be paid for conducting a ship or vessel, inward bound, into any part of the Port of Chester, north of Hilbree Island, shall be the same as if the vessel had been brought into the Port of Liverpool; but if such vessel shall be piloted into any part of the Port of Chester, south of Hilbree Island, then the pilotage shall be the same as if she had been piloted into the Port of Liverpool, and half as much more. And if the pilot be not discharged within two hours after coming to anchor, he is to be paid ten shillings and sixpence a day for every day or part of a day he may be detained afterwards. The pilotage for docking or for transporting vessels from one dock to another, shall be twenty shillings; to or from Birkenhead, one pound ten shillings; to or from Garston, forty shillings, for each vessel.

XXVIII.—*Pilotage to Lancaster, Wyre Water, and Pile of Foudre.*

The pilotage to be paid for conducting ships or vessels bound to the Port of Lancaster, River Wyre, or Pile of Foudre, into the limits of pilotage of any of those places, is to be the same as the Liverpool pilotage, together with travelling expenses to Liverpool, to be in all cases settled by the Committee; and if the pilot is not discharged, and the pilotage paid, within two hours after the vessel is brought to anchor, or given into the charge of a pilot of the place she is bound to, he is to be paid ten shillings and sixpence a day for every day or part of a day he may be detained afterwards. But no pilot, having conducted a vessel into any of those ports or places, shall be allowed to join his boat again, for the purpose of piloting any other vessel, during the cruise on which he left her.

The pilotage of vessels from foreign parts, inward bound, taking a pilot to Beaumaris, to be nine shillings per foot, and for outward-bound vessels, putting into Beaumaris, six shillings per foot, together with two guineas travelling expenses.

XXIX.—*Pilots may go to fetch Vessels from other Ports.*

Any pilot may, upon leave given in writing, by the Superintendent, proceed to any port or place in Great Britain or Ireland, for the purpose of taking charge of and conducting any ship or vessel to the port of Liverpool. And no vessel having a pilot on board, under this regulation, shall be obliged to take another pilot, or shall be subject to any higher or other rate of pilotage than is established by law, save and except such moderate remuneration for loss of time, and travelling expenses, as may be agreed upon be-