

tween the owners of such vessel and the pilot. And in case no agreement shall be made, then such remuneration shall be settled by the Committee.

XXX.—*Pilotage of Steam Vessels.*

The masters of steam vessels, trading from this port to Ireland or Scotland, requiring pilots, must apply to the Superintendent who shall thereupon cause to be appointed pilots to such vessels out of the crew of the pilot-boat then last-but-one upon turn for service, which pilots so appointed shall be at liberty, if required, to proceed and remain in such vessels during the whole of the voyage upon which they shall then respectively sail, and shall pilot them outwards and inwards, for which the usual and regular rates shall be paid, together with ten shillings and six pence per day for every day of the pilot's absence from Liverpool, except the day of sailing from, and the day of arriving in, Liverpool.

Every pilot, on his return from such voyage, not finding his own boat in port, shall be carried out in the next boat sailing for the station, and put on board his said boat. But in case she shall have returned to Liverpool before he arrives on the station, he shall then be boarded as pilot on the first vessel that is fallen in with requiring a pilot.

XXXI.—*Third Class Pilots.*

All second-class pilots are limited to pilot vessels not exceeding 500 tons register, and 15 feet water, and third-class not exceeding 200 tons register, except in cases of necessity, and every vessel, in such case, having on board a second or third-class pilot may exchange him out of any boat she may meet, and it is the duty of that boat to board him again; and any pilot so licensed neglecting to inform the master of any vessel he may be put in charge of, of his true position in the service, shall be fined in the full penalty.

XXXII.

That any master of the pilot-boats sending a pilot to take charge of vessels beyond his license limit, except in cases of necessity, be fined in a sum not exceeding five pounds.

XXXIII.

That a book or books be provided, and left open in the office, and that each master be required, within one hour after arrival (if in the day time), or if in the night, by nine o'clock the next morning, to enter the arrival of his boat, from what station, the time, and where laying, to which he shall sign his name.

XXXIV.

That a book shall be provided, and left open in the office, in which the number of the boat and men, the time when, and the place from which she has sailed, and to what station, shall be entered by the master remaining on shore belonging to said boat within one hour thereafter, if in the day, or if in the night, by nine o'clock the following morning.

XXXV.

That in the event of the first boat on turn not proceeding to its destination at the proper time, each master shall be fined in a sum not exceeding five pounds, and it shall then be the duty of the second boat to proceed to the station; and in case the master of the second boat neglects his duty, he shall be fined in a sum not exceeding five pounds.

XXXVI.

That the boat following boat shall bring any hands down to their own boat; but if she has boarded all her hands and left her station, then the boat bringing them down shall board them on the first vessels wanting pilots.

XXXVII.

That on the renewal of any license in place of one lost, a fine not exceeding three guineas be levied according to the circumstances of the case.

XXXVIII.

That all unattached pilots be summoned to appear before the Committee, to account for their not being attached to a boat.

XXXIX.

That all cases of complaint for neglect of duty shall be brought before the Committee; and that no master shall charge a pilot with pilotage for neglect, or otherwise compromise any offence of a pilot, and in default the master to be fined, not exceeding the sum of five pounds.

XL.

That a ball be hoisted at the mast-head of each boat after boarding all hands at the westward station, until answered by telegraph, and again when abreast of the N.W. Lightship, until answered by a ball at Bidston, as a signal for the next boat on turn to proceed; and also when the boat or boats on the Hoylake station have boarded all hands, the said ball to be hoisted at the gaff end.

XLI.

That the first boat on the western station, when she shall have boarded all hands except two, in order that she may return to Liverpool, shall transfer them to the second boat, which boat shall be compelled to receive and board them on the first vessels requiring pilots.

XLII.

That the boat sailing for the second Hoylake station take (when required) any hands belonging to the boat next on turn for the fourth western or first Hoylake station.

XLIII.

That if a pilot be boarded on any vessel at Hoylake or the westward stations, and the vessel be subject to quarantine, or the pilot be detained otherwise with such vessel under his charge, until the boat to which he belongs has finished the cruise, that such pilot shall be considered as though he had actually performed the cruise; but if such pilot's boat shall be out on the western station, then such pilot be sent to his boat according to bye-law.

XLIV.—*Complaints, how to be made.*

All complaints of offences against the Act of Parliament for the better government and regulation of pilots, or the foregoing orders, rules, and bye-laws, or any of them, must be made in writing, signed by the party aggrieved, and delivered to the Committee-clerk, or left at the office, at least two days before the next meeting of the Committee; and the clerk shall thereupon summon the party complained of, the party aggrieved, and all such persons as they, or either of them, may desire to be examined as evidences, to attend the next meeting of the Committee for that purpose.