

out and proceed on her voyage, having on board, in tanks or casks, only half the quantity of pure water required by the said Act to be carried for the use of the passengers; provided,

1. That there be on board such Passenger Ship an efficient apparatus, to be approved by the Emigration Officer at the port of clearance, for distilling fresh water from salt water;

2. That the Owners, Charterers, or Masters of the ship, before clearance, lodge with such Emigration Officer a certificate from the Engineer or Surveyor of the Board of Trade, or other competent person to be named by the Emigration Officer, declaring that the apparatus has been, within the seven days immediately preceding the date of such certificate, examined by a competent person, and is then in good working condition, and stating the number of imperial gallons of pure fresh water which it is capable of producing in every twenty-four hours;

3. That the Emigration Officer is satisfied that this number of gallons is not less than the whole number of persons about to proceed on the intended voyage of such ship; that is to say, the whole number of cabin passengers, passengers, and crew;

4. That there is rated on the ship's articles, and on board the ship, some person who, to the satisfaction of the said Emigration Officer, shall be competent for the proper management of such distilling apparatus.

And to prevent all doubts on the construction of this Order in Council, it is hereby further ordered, that the terms "Passenger Ship," "Emigration Officer," "Statute Adult," and "Master," shall herein have the same significations as are assigned to them respectively in the said "Passengers Act, 1855."

And the Right Honourable Henry Labouchere, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

*Wm. L. Bathurst.*

AT the Court at *Buckingham Palace*, the 6th day of *May*, 1857,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by the 333rd Section of the "Merchant Shipping Act, 1854," it is enacted, that, subject to the provisions contained in the 5th part of the said Act, it shall be lawful for every pilotage authority, by bye law made with the consent of Her Majesty in Council, to do within its district all or any of the things specified in that behalf in the said section.

And whereas the Llynvi Valley Railway Company, being the pilotage authority for the Bay and Harbour of Pwll Cawl, otherwise Porth Cawl, in the county of Glamorgan, according to the meaning of the said recited Act, have submitted for the consent of Her Majesty in Council, certain bye laws (a copy whereof is set forth in the schedule hereunto annexed) for the government of the pilots under their jurisdiction. And whereas it has been made to appear to Her Majesty that the said bye laws are proper and reasonable: Now, therefore, Her Majesty, by virtue of the power vested in her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve and doth hereby approve of, and signify her consent to,

the said bye laws as bye laws of the said Llynvi Valley Railway Company, with respect to the pilotage of the Bay and Harbour of Pwll Cawl, otherwise Porth Cawl, in the county of Glamorgan.

*Wm. L. Bathurst.*

SCHEDULE referred to in the foregoing Order.

*Bay and Harbour of Pwll Cawl, otherwise Porth Cawl, in the county of Glamorgan.*

BYE LAWS and REGULATIONS made by the Llynvi Valley Railway Company (being the "Pilotage Authority" for the said bay and harbour, according to the provisions of "The Merchant Shipping Act, 1854"), at a General Meeting of the said Company, held at the Great Western Royal Hotel, at Paddington, in the county of Middlesex, on Friday, the 27th day of February, 1857, in pursuance of the several powers and authorities contained in the said Act, and in the following Acts of Parliament (local and personal); that is to say: the 6th Geo. 4, cap. 104, and 18 Vict. cap. 50, or some or one of them, and in pursuance of all other powers and authorities enabling the said Company in that behalf, for the government of the pilots licensed by the said Company, and for insuring the good conduct of such pilots, and their constant attendance to, and effectual performance of, their duty at sea and on shore, for punishing any breach of such regulations committed by such pilots, and for fixing the rates and prices or other remuneration to be demanded and received for the time being by pilots licensed by the said Company.

1. That in construing the following bye laws and regulations (if not inconsistent with the context or subject matter) the following terms shall have the respective meanings hereinafter assigned to them; that is to say:—

"Harbour Master" shall mean any person appointed by the Company to be Harbour Master, and any person appointed by him to act for him during his absence.

"Master" shall include every person (except a pilot) having command or charge of any ship.

"Ship" shall include every description of vessel used in navigation not propelled by oars, and

"Pilot" shall mean any person duly licensed by the said Company to conduct ships to which he does not belong.

2. That an alphabetical list of the pilots shall be kept at the office of the Harbour Master, and they shall take their duty in rotation from such list, and each pilot shall remain on duty for such time as the Harbour Master shall direct, at the end of which time he shall be relieved by the next pilot in rotation on such list, and so on; and if any pilot shall neglect, omit, or refuse to take his duty at his proper time (unless prevented by illness), he shall be liable to be dismissed from his office, or shall incur a penalty not exceeding five pounds; and in case of such neglect, omission, or refusal, the next pilot on the said list shall be required to go on duty, and so on, and shall be liable to dismissal, or shall incur a similar penalty for neglect, omission, or refusal.

3. That every pilot whilst on duty shall keep a close watch and look out for ships about to enter and depart from the harbour, and no pilot shall take charge of more than one ship entering or departing from the harbour at the same time or tide;