

the Harbour Offices (on one of the forms provided him for that purpose), a correct account of all vessels piloted by him in that month, together with particulars of all expenses paid by him, and in such account shall distinguish the several amounts received from British and from foreign vessels respectively, and such account shall include such information and particulars as the Trustees may from time to time require and direct, to enable them to comply with the provisions and requirements of the "Merchant Shipping Act, 1854." And he shall then pay the amount due for poundage thereon, to be applied to the purposes of the Pilots' Superannuation Fund, and until such poundage is paid, such pilots' license shall be deemed to be suspended.

9. Such Superannuation Fund shall be dispensed to sick, aged, infirm, and disabled pilots, and their widows and children, in such manner as the Executive Committee shall direct.

10. No pilot shall carry to sea in the boat to which he belongs, any person whose license as a pilot shall have been suspended or withdrawn by the Harbour Master or Executive Committee, or any pilot who shall be at any time drunk or otherwise unfit for duty.

11. Each pilot boat shall in turn proceed to sea, and at least three pilot boats, having four or more pilots on board, shall leave the harbour each tide with the pilots belonging to them, as soon as the boats are afloat: but any pilot is at liberty to proceed to sea as early after his return as he pleases, and no pilot shall be required to proceed to sea the same tide as he returns, unless the harbour master shall in case of emergency direct him to do so.

12. In case any boat shall be at sea when its turn shall come for going out, and any pilots belonging to such boat shall be on shore, the harbour master may require such pilots to proceed to sea in another boat.

13. The duty of every boat is to offer the services of and furnish pilots to all vessels bound to Swansea, and for that purpose the pilots shall use

their best endeavours to speak all vessels bound to Swansea, without respect to their tonnage being large or small, or being from a foreign voyage or otherwise; but no pilot boat shall go beyond the limits of the Swansea pilotage, as hereinafter defined, in search of employment, under a penalty of forfeiting the pilotage, and any vessel boarded outside these limits shall be exempt from the additional pilotage. Every pilot, immediately on boarding a vessel bound to Swansea, shall, whether requested to do so or not, produce his license to the master of any vessel, or other person to whom he tenders his services as a pilot, and if such pilot neglect to do so, he shall for each offence be liable to be suspended by the harbour master.

14. Every pilot shall be distinguished by the following characteristics, that it to say:

By day.—A flag at the mainmast head or gaff, such flag to be the regular pilot flag, red and white—horizontal; the size of the flag to be four feet six inches by three feet.

By night.—By a white light only at the mast head, and by the exhibition of a flare-up light every fifteen minutes.

15. Each pilot shall carry with him a small pilot flag, red and white horizontal, with his number on it, and when in charge of vessels, shall make the following signals, for the purpose of shewing that he is on board:

By day.—The pilot flag to be hoisted on board the vessel, in such a situation as to be best seen.

By night.—A light to be hoisted and lowered when a pilot boat is in chase.

16. All pilots shall obey the bye laws made by the trustees for the regulation of the Swansea Harbour and the Docks, as well as all orders and directions that may be given to them by the harbour master, or lock keeper, or their assistants, relative to the docking, berthing, or transporting vessels under their charge.

17. COMPULSORY PILOTAGE.—Henceforth there shall be paid and payable to every pilot duly licensed, employed in navigating or assisting any vessel into or out of Swansea Harbour, viz:

Vessels exceeding	Register Tonnage.	Inwards.			Outwards.			Total.		
		£	s.	d.	£	s.	d.	£	s.	d.
50 and under 75 Tons		0	10	0	0	6	0	0	16	0
" 75 and under 100 Tons		0	11	0	0	7	0	0	18	0
" 100 and under 125 Tons		0	12	0	0	8	0	1	0	0
" 125 and under 150 Tons		0	14	0	0	8	0	1	2	0
" 150 and under 175 Tons		0	17	0	0	8	0	1	5	0
" 175 and under 200 Tons		0	19	0	0	8	0	1	7	0
" 200 and under 250 Tons		1	6	0	0	10	0	1	16	0
" 250 and under 300 Tons		1	12	0	0	12	0	2	4	0
" 300 and under 350 Tons		2	3	0	0	14	6	2	17	6
" 350 and under 400 Tons		2	10	0	0	17	0	3	7	0
" 400 and under 450 Tons		2	17	6	1	2	0	3	19	6
" 450 and under 500 Tons		3	5	0	1	7	0	4	12	0
" 500 and under 550 Tons		3	10	0	1	12	0	5	2	0
" 550 and under 600 Tons		3	15	0	1	17	0	5	12	0
" 600 and under 650 Tons		4	0	0	2	2	0	6	2	0
" 650 and under 700 Tons		4	5	0	2	7	0	6	12	0
" 700 and under 750 Tons		4	10	0	2	12	0	7	2	0
" 750 and under 800 Tons		4	15	0	2	17	0	7	12	0
" 800 and under 850 Tons		5	0	0	3	2	0	8	2	0
" 850 and under 900 Tons		5	5	0	3	7	0	8	12	0
" 900 and under 950 Tons		5	10	0	3	12	0	9	2	0
" 950 and under 1000 Tons		5	15	0	3	17	0	9	12	0

together with an additional sum of 5s. in respect of every fifty tons above 950 tons on the inward pilotage, and an additional sum of 5s. in respect of every 50 tons above 950 tons on the outward pilotage.

Pilots will take vessels over 500 tons register,

outward bound, clear of the Green Grounds, on to the Mumbles Roads; and the above charge includes landing the pilot in all cases.

One-half the above rates only to be paid and payable to every pilot navigating or assisting any