

3. Any pilot who may be required to remain on board any ship or vessel for the convenience of the captain, master, owner, or agent, after he shall have discharged the duties for which he was engaged, shall be paid ten shillings per day for every day he may be employed, and any pilot who may be required to move any ship or vessel from one dock or tidal harbour to another dock or tidal harbour, occupying only one tide, shall be paid for every ship

Not exceeding 100 tons register	5s. Od.
100 " 300 "	- 10s. Od.
300 " 500 "	- 12s. 6d.
500 " 800 "	- 17s. 6d.
800 and upwards	- 25s. Od.

4. Every captain, master, owner, or agent of any ship or vessel employing a pilot shall, in addition to the aforesaid charges, pay a clerk or collector's fee, as follows:—

On all ships not exceeding 100 tons register, 6d.

From 100 and not exceeding 300 tons register, 1s.

From 300 and not exceeding 500 tons register, 1s. 6d.

From 500 and not exceeding 800 tons register, 2s.

From 800 and upwards, 2s. 6d.

5. Every master, owner, or agent of any vessel navigating the Bristol Channel within the limits of this pilotage who shall employ any unlicensed person to act as, or perform the duty of a pilot, unless it be proved that no licensed pilot could be obtained, or who shall retain such unlicensed pilot on board to act as pilot, after a licensed pilot shall have offered his services, shall be subject to a penalty of not exceeding fifty pounds for every such offence.

6. Except as provided by the 24th section of the Bristol Channel Pilotage Act, 1861, no person shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a pilot in the waters of the district aforesaid, and have been at least two years in the oversea trade, or shall have been engaged in the coasting trade of the channel and district aforesaid, for not less than five years, and no person shall be deemed eligible, if less than 25 years, or more than 45 years old.

7. Each pilot shall provide himself with a good and efficient skiff or pilot boat, which shall be approved of and registered by the Board, and such skiff or boat shall be kept in good repair, and be subject to periodical examination by the Board, and there shall be one indentured apprentice to each boat. Two, but not more than three pilots, may, by the permission of the Board, sail in the same boat, and act in conjunction.

8. If from stress of weather or accident, any ship or vessel be compelled to bear up and return from the westward, the pilot in charge shall, upon completion of his engagement, be entitled to one-third pilotage, for the distance for which he may have been engaged, in addition to the fixed rates.

9. Each pilot's skiff or boat shall have her number painted on each bow, and the name of the pilot or pilots as well as her own name, and the name of the port, painted in legible characters upon the stern, and shall have the first letter of her port marked in black paint, of not less than four feet in length in her mainsail, and shall by day carry at her mast-head a flag of not less than four feet by three feet, of two colours, the upper horizontal half *white*, and the lower horizontal half *red*, and at night a white light only at the mast-head, and shall exhibit a flare-up light every fifteen minutes, under a penalty of £20 for non-compliance.

10. Each pilot shall, within twenty-four hours after his return from a cruise, report himself to the clerk and make a full and proper return, giving the number of his boat, the day of his last sailing for sea, the distance he proceeded, the number of ships spoken, the date of his return, the name, flag, and captain's name, of the ship he may have taken in charge or brought to port, together with the port from which the ship may have come, if in ballast or with cargo, with the name of the consignee, and the draft of water of the ship, and registered tonnage. Penalty not exceeding £5 for the first offence, and the loss of his license for any subsequent offence.

11. Each pilot shall deliver all money received by him for pilotage, with an account and vouchers, to the clerk, on the day following that on which they are received, or in case of such vouchers and money being received at sea, then they shall be delivered to the clerk as soon as the pilot returns to port; and all claims for extra days shall be inserted in the certificate for pilotage, and signed for by the master of the vessel. Any pilot violating this rule shall be subject to a penalty not exceeding £10 for the first offence, and, for the second offence, to the forfeiture of his license.

12. Any captain, master, or agent of any ship or vessel, bound to sea, who may make application at the office of the Board for a pilot, shall give the ship's draught of water and registered tonnage, with such other information as may be required; and upon payment of the pilotage fees shall have a pilot, named and appointed, to take charge of his ship or vessel, preference in all cases to be given to the pilot who piloted the ship inwards.

13. Any pilot who shall refuse or neglect to proceed to either of the pilot stations in the Channel fixed by the Board, when ordered to do so by the clerk, unless prevented by illness or the loss of his boat, or who shall be guilty of insolent or abusive language or unwarrantable conduct towards any captain, master, or agent of any ship or vessel for which he may be engaged, shall be liable to a penalty not exceeding £10, for the first offence, and for the second, or any subsequent offence, to a like penalty, or the loss of his license.

14. Any pilot who may absent himself from duty, or go overland to take charge of any ship or vessel, or seek employment otherwise than in his own boat, without the written consent of the clerk, shall be liable to a penalty not exceeding £10.

15. Any pilot taking charge of a vessel not bound to the port to which he is licensed, shall be paid the rates, and be governed by the laws established at the port to which such vessel is bound.

16. Each pilot shall strictly conform to the directions of the harbour or dock master, touching the mooring or unmooring, placing or removing any ship or vessel which such pilot may have under his charge, so long as such vessel shall be within the limits of the authority of any such harbour or dock master.

17. No person shall be licensed to act as a pilot in the district unless he shall have passed a creditable examination on the following subjects, viz.:—

1. He must be able to give the course and distance between any two places within the limits of the Channel.
2. The rise, velocity, and set of the tides.
3. The depth and character of the soundings.
4. The best anchorages, and where to stop for a tide.
5. The sand banks, rocks, shoals, and other dangers.