

No. 2. Pilots taken on board of any vessel inward bound to the westward of Ilfracombe, shall be paid the same pilotage rates as from Lundy Island; if between the Nash Point and Ilfracombe, the same rates as from the Nash Point; if between the Nash Point and the Holmes, the same rates as from the Nash Point; and if between the Holmes and King Road, the same rates as from the Holmes.

No. 3. Pilots, discharged from any vessel on the outward voyage between any of the stages mentioned in the above scale of rates, shall be paid the same pilotage rates as if they had been taken to the next stage beyond the place where they were discharged.

No. 4. All vessels piloted to Chepstow or to Lydney shall pay the same pilotage rates as to Sharpness, and *vice versa*, with the exception of coal laden vessels coastwise to or from Lydney under 200 tons register, and such vessels shall pay the following charges each way, viz. :—

		s.	d.
Under 40 tons	...	...	12
40 tons and under 60	...	...	14
60 "	" 80	...	17
80 "	" 100	...	19
100 "	" 120	...	21
120 "	" 150	...	22
150 "	" 180	...	24
180 "	" 200	...	28

Vessels piloted from Sharpness to Lydney, or from Lydney to Sharpness, and then to King Road, shall pay the same rates as between Sharpness and King Road.

Vessels piloted to and from any place in the River Severn *above* Sharpness, shall pay one-fourth more than the rates between Sharpness and King Road.

No. 5. All light vessels between King Road and Sharpness, or any intermediate point, shall be entitled to one-fifth reduction on the full pilotage charges for that portion of the district: and all vessels propelled or towed wholly by steam power, between King Road and Sharpness, or any intermediate point, shall be entitled to a further reduction of one-fourth of the full pilotage charges for that portion of the district.

No. 6. All vessels bound to Lydney or Sharpness, or to any place in the river Severn *above* Sharpness, requiring and having the services of a pilot, shall also employ on board, as assistants to the pilots from King Road, the following number of men, at the undermentioned charge :—

All vessels with *Foreign* Crews:

Of 200 tons and under 300 tons	...	1 man at 7s. 6d.
		for the first tide, and 2s. 6d. for every other tide the vessel moves.
300 tons, and under 500 tons	...	2 ditto ditto.
500 tons, and under 700 tons	...	3 ditto ditto.
700 tons and upwards	...	4 ditto ditto.

Vessels with *English* Crews:

300 tons, and under 500 tons	...	1 ditto ditto.
500 tons, and under 700 tons	...	2 ditto ditto.
700 and upwards	...	3 ditto ditto.

No. 7. Any pilot who shall remain on board of any vessel, at the request of the master, owner, or agent of the vessel, after he shall have discharged the duties for which he was engaged, shall be paid ten shillings a day for every day or part of a day he may be employed: and any pilot who shall be required to move any vessel in the Dock, Harbour,

or River, occupying only one tide, shall be paid for any vessel under—

	s.	d.
300 tons	...	5 0
300 tons and under 500	...	7 6
500 tons and under 800	...	10 0
800 tons and upwards	...	12 6

No. 8. Any pilot who shall be detained at the request of the master, or owner, or agent of any vessel in King Road, waiting for water up the river Severn; or outward bound in any roadstead on account of contrary winds, longer than twenty-four hours, shall be paid ten shillings a day for each day's detention, in addition to the pilotage rates.

No. 9. In case any vessel shall be compelled to bear up and return from the westward from stress of weather or accident, the pilot in charge shall be entitled to, and shall be paid one-third of the pilotage charge in addition, according to the distance such vessel may have reached, before she shall have put back.

No. 10. Every master, owner, or agent of any vessel employing a pilot, shall, in addition to the foregoing charges, pay a clerk or collector's fee, as follows, viz. :—

	s.	d.
All vessels under 100 tons	...	0 6
100 tons and under 300 tons	...	1 0
300 "	" 500 "	1 6
500 "	" 800 "	2 0
800 tons and upwards	...	2 6

No. 11. The pilots are permitted to collect their own pilotage rates, or they may be collected by a person who may be appointed for the purpose by the Board; and every pilot is required to make a monthly return to the Board of the pilotage earned by him, whether in piloting vessels to or from the Port of Gloucester or elsewhere, the name and tonnage of the vessels piloted, where belonging, where from, and where bound, the cargo and the distance piloted; paying over at the same time a poundage of one shilling in the pound on the amount earned to the person appointed by the Board to receive it. The pilots shall also state in such return all cases where vessels bound to or from Gloucester have been piloted over any and what portion of the district by a pilot not licensed for the port. Pilots making a false return shall be subject to a penalty of not exceeding twenty pounds, and may, at the discretion of the Board, forfeit their licenses.

No. 12. Subject to the provisions contained in the 24th Section of the Bristol Channel Pilotage Act, 1861, no person shall be eligible, or shall be appointed to act as a pilot, unless he shall have served a regular apprenticeship for five years to a pilot of the district, and been at least two years in the coasting or over sea trade, or shall have been engaged as master in the coasting trade in the waters of the district for not less than five years; and no person shall be eligible if less than twenty-five years or more than forty-five years of age.

No. 13. 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. :

- 1st.—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.