

utmost to relieve such vessel or vessels without first coming up to town for the Headsman's orders for that purpose, but no proceedings shall be taken in the Admiralty Court or otherwise by the pilots for recovery of salvage without the consent of the Commissioners being first had and obtained.

10. He shall, in all cases where it shall appear to him that keels or barges coming up the channel can get into town the same tide, and do not proceed thither, discharge the pilot or pilots from the said keels or barges, unless sufficient cause be assigned to him for the delay.

#### *Duties of the Master of the Pilot Cutter.*

11. The Master of the Pilot Cutter for the time being shall, whenever the cutter comes up to town, report himself to the Headsman at the Pilot Office for instructions, and strictly adhere to them, as well as to any other orders he may from time to time receive from that officer by letter or otherwise.

12. He shall be responsible for the due performance of Rule 52, so far as relates to the cutter, for the orderly conduct of the pilots while on board the cutter, and for the proper boarding of vessels. He shall see that the requisite signals are hoisted, a proper watch kept, and generally that the bye-laws are enforced so far as relates to matters in the channel.

13. He shall report any instance of improper conduct on the part of any of the pilots to the Headsman.

14. He shall not leave the pilot cutter while down the channel except in cases of urgent necessity, and then only to take charge of a vessel.

#### *Duties of Mates.*

15. The Mates of the Pilot Cutter shall be appointed by, and hold office during the pleasure of, the Commissioners, and they must have served at sea at least three years immediately preceding their appointment. They must have attained the age of 18 years and must not exceed 25 years.

16. They shall carry out the instructions from time to time received from the Headsman and the Master of the Pilot Cutter, and shall take charge of the cutter in the absence of the master.

#### *Duties of Pilots.*

17. The Pilots shall strictly conform to the instructions of the Headsman while on shore, and when on board the pilot cutter or tender, of the pilot in command.

18. They shall severally report any accident occurring to any vessel in their charge to the Headsman immediately on their arrival at Lynn.

19. They shall always, on arrival at Lynn, report immediately to the Headsman what ship they have been on board, and where they have left her.

20. They shall take their regular turns in piloting ships or vessels either down or up the channel, as the Headsman or the Master of the Pilot Cutter for the time being shall direct.

21. They shall attend every day at the Pilot Office, when not employed in piloting, from the beginning of flood until high water, and at such other times of the day as are necessary, there to receive the orders and directions of their Headsman.

22. The pilot who shall have the charge of any ship or vessel lying in the roads, or at any place between the roads and the town, either inward or outward bound, shall not leave such ship or vessel,

and go on shore, without first obtaining permission from the master of such ship or vessel.

23. Pilots appointed to pilot ships or vessels down the channel, shall on no account whatever, except by permission of the masters of such ships or vessels, leave or quit them (by allowing themselves to be put ashore), before their arrival at the Bell Buoy.

24. When any pilot shall, by accident or otherwise, lay any ship or vessel aground which he shall have in charge, such pilot shall not of his own accord, under any pretence whatever, leave the ship until she shall be afloat and in safety.

25. The pilots shall at all times board ships and vessels bound to Lynn, in preference to boarding vessels (being strangers) which may be in the roads, bound to any other port; and they shall, if on board any vessel not bound to Lynn, quit such vessel immediately on the arrival in the roads of any vessel wanting a pilot bound to Lynn.

26. They shall not on any account anchor Humber keels or other vessels so as to obstruct the free navigation of ships or vessels going up and down the channel.

27. Whenever any buoy or beacon shall be lost or out of its place, the pilots shall forthwith acquaint the Headsman with the circumstance, in order that it may be replaced with as little delay as possible.

28. All the pilots, but especially the Master of the Pilot Cutter for the time being, shall observe particularly any alteration which may take place in the channel, and report from time to time such alteration to the Headsman.

29. Each pilot shall be allowed a fortnight's leave of absence in every year at the discretion of the Headsman as to time; such leave, however, shall not be granted between the 1st October and 31st May, and any pilot having leave granted other than as above, shall pay to the earnings account 3s. 6d. per day during his absence.

30. If any pilot when in charge of any ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, does any act tending to the immediate loss, destruction, or serious damage of such ship, or tending immediately to endanger the life or limb of any person on board such ship; or if any pilot, by wilful breach of duty or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction, or serious damage, or for preserving any person belonging to or on board of such ship from danger to life or limb, the pilot so offending shall, for each such offence, be liable to suspension or dismissal by the Commissioners.

#### *The Pilot Vessels.*

31. The pilot cutter and her tender shall always be at the disposal of the Headsman for the purpose of carrying on the pilot service generally, and for buoying, beaconing, and surveying in the channel, subject to the special orders of the Commissioners.

32. The pilot cutter, when in the roads, shall be either cruising or at anchor as near the Roadstead Buoy as circumstances will allow, the conveyance of the pilots not having vessels in their charge between the roadstead and the town, and vice versa, being performed under the direction of the Headsman by the cutter and tender conjointly. The cutter shall never be absent from the roads longer than is absolutely necessary, and she shall on no account leave the roads when any inward bound vessels shall be in sight with a probability of getting to Lynn on that tide without first providing them with pilots.