

33. The pilot cutter shall be distinguished by the characteristics and signals following, that is to say:—

- (a.) A black colour painted or tarred outside, with the exception of such names and numbers as are hereinafter mentioned.
- (b.) On her stern the name of the owner thereof, and the port to which she belongs painted in white letters, at least one inch broad and three inches long, and on each bow the number of the license of such boat or ship.
- (c.) When afloat a flag at the mast head or on a spit, or staff, or in some other equally conspicuous situation, such flag to be of large dimensions compared with the size of the vessel carrying the same, and to be of two colours, the upper horizontal half white, and the lower horizontal half red.
- (d.) From sunset to sunrise a white light at the masthead visible all round the horizon, and a flare up light exhibited every fifteen minutes.
- (e.) In the daytime one black ball at the masthead in the place of the ordinary signal, to indicate that all the pilots have been boarded and a second black ball that more are required.

34. The pilot cutter and tender shall at all times when in town lie afloat, if possible, on the west side of the channel.

The Superannuation of Pilots.

35. Each pilot when superannuated shall receive twenty pounds per annum, to be paid by the Headsman of the pilots out of the aggregate earnings of the pilots in twelve equal monthly instalments.

36. No pilot licensed after the 1st day of March, 1864, shall be entitled to superannuation until he shall have served twenty-five years as working pilot.

General Regulations.

37. The pilots hereafter licensed shall be divided into second and first class pilots, but all the present pilots shall be of the first class.

- (a.) A candidate for the office of a pilot of the second class must have been employed for two years immediately preceding his appointment as mate of the pilot cutter, or five years at sea, two of which he must have served in the capacity of able seaman and chiefly on board vessels trading to this port. He must have attained the age of 21 years, and must not exceed 30 years.
- (b.) He will have to pass an examination before the Commissioners, and, if approved, he will be recommended to the Town Council as a proper person to become a licensed pilot.
- (c.) On receiving his license the Headsman may authorize him to conduct any vessels, not exceeding ten feet draft of water, into and out of this port.
- (d.) He will be entitled to participate in the monthly net earning of the pilots to the extent of two-thirds of the share of a first class pilot.
- (e.) A candidate for the office of a pilot of the first class must have been a second class pilot for two years, during which time his conduct must have been in all respects satisfactory. He will be required to pass a further examination before the Commissioners, and if approved will be admitted as a first class pilot, and authorized to conduct vessels of every description into and out of this port, and will be entitled to receive monthly a full share of the net earnings of the pilots.

38. The Headsman shall not excuse any pilot from the exercise of his duty on account of, or under any pretence of, illness, unless such illness shall be certified in writing under the hand of some known physician, surgeon, or apothecary.

39. Any pilot being excused as above, shall produce a similar certificate monthly, and at the end of three months from the date of the first certificate he shall, if still unable to discharge his ordinary duty, be put upon half-pay, and at the end of six months he shall, if eligible, be put on superannuation allowance.

40. If the pilot be not eligible to superannuation allowance, he shall remain on half-pay for twelve months, after which his pay shall cease, and if he shall be unable to resume his duties within two years after the date of his first certificate his name shall then be erased, and he shall cease to be a pilot of the port, but in any case in which the incapacity arises from injuries or illness sustained in the exercise of his duty as pilot, it shall be at the discretion of the Commissioners to award him any sum not exceeding £15 per annum.

41. Not more than one pilot shall be put on board any foreign or other ship or vessel, unless such ship or vessel shall have a signal of distress flying.

42. All masters of ships and vessels wanting pilots shall apply to the Headsman, at the Pilot Office, and there pay what shall be due for their pilotage both inward and outward, and for tidesworks previous to a pilot being appointed to such ship or vessel.

43. Every master of a ship or vessel wanting pilot shall produce to the Headsman the meter's or other officer's certificate of clearance or discharge of the ship or vessel for which he applies for a pilot, and unless such certificate be produced to the Headsman, or he is otherwise satisfied that the ship or vessel has discharged her cargo, he is not to appoint a pilot to such ship or vessel; and the turns of outward bound vessels shall be regulated by the time of the inward cargo being discharge, or of their arrival if in refuge or ballast, no preference being given to any description of vessel.

44. The pilots shall (unless impracticable) board inward bound vessels at the Bell Buoy. The first ship or vessel arriving at the Bell Buoy (such buoy bearing north-west), shall be entitled to the first pilot, and every ship or vessel so arriving, and which cannot from her large burden or other unavoidable cause proceed up the channel immediately, shall be boarded in her turn, and the pilot shall remain on board till the vessel can proceed to town.

45. All vessels, whether inward or outward bound to or from Lynn, shall be free from the payment of pilotage in the event of such vessels not being able to obtain the services of a pilot, and in the event of any vessel inward bound arriving without a pilot within the Marsh Cut Banks, the employment of a pilot shall be entirely optional with the master of the vessel so arriving.

46. The shipowners of this port are requested to give strict charge to their several masters of ships or vessels to make a true report to the pilot, when boarded, of the time of their arrival at the Bell Buoy (such buoy bearing north-west), in order that the proper turns of their several vessels may be attended to.

47. When any ships or vessels are coming up the channel into town, and there are others in the harbour outward bound, wanting pilots, the first ship or vessel in turn shall claim the first pilot coming into town, and so on in turn as pilots may afterwards come in with ships and vessels.