

up the charge thereof to a Pilot qualified by his License to pilot the vessel, and shall as soon as possible return to the Pilot Boat.

11. The Commissioners shall have power at their discretion to recall, declare void, or suspend Licenses, and they shall also have power when any License shall have been recalled, declared to be void, or suspended, to grant to the person who held such License, for such time, and on such terms as they may think proper, a License of a lower class than that formerly held by such person; and also after such time, and on such terms as they may think proper, to renew to such person the License, recalled, suspended, or declared to be void.

12. The number of Apprentices attached to the Pilot Boat shall not exceed three.

13. Every Pilot Master, Pilot, and Apprentice shall perform such duties, and observe and carry out, such regulations as shall from time to time be prescribed by the Commissioners.

14. A Pilot or Apprentice shall not without the consent of the Commissioners demand or receive in respect of any services rendered by him whilst on board any vessel, any payment in excess of the amount which he shall, under the regulations for the time being in force, be entitled to receive in respect thereof.

15. In every case in which a Pilot, at the request of the Master or person in charge of any outward bound vessel, shall take such vessel beyond the limit of compulsory Pilotage, he shall be entitled to receive in respect thereof, such an amount, including expenses, as shall in each case be fixed by the Commissioners or their Secretary.

16. Every Pilot shall be entitled to receive in respect of the undernoted extra services the following sums, viz. :—

For Piloting a Vessel from Sea, to an Anchorage in the Lough, one pound.

For Transporting a Vessel from any Dock to any other Dock, or from any Dock to the River, or vice versa, ten shillings.

For remaining in charge of a Vessel during adjustment of Compasses, one pound.

17. The Pilot Boat shall cruise seaward of an imaginary line drawn between Sea Park House on the Co. Antrim side and Craigavad House on the Co. Down side of the Lough, and in the fair way for boarding vessels.

18. The Pilot Master in charge of the Pilot Boat shall keep a correct record of the daily proceedings, and shall enter the same in a Log Book, such record to include a list of the Pilots on board, and their rotation for being boarded, an account of all vessels boarded, and the time of boarding them, and the names of the Pilots supplied to or taken from such vessels. The position of the boat, and the state of the weather shall be recorded every four hours, and in case of coming to anchor, the particulars and reasons for so doing. A List of Watchkeepers for the preceding twelve hours shall be entered in the Log Book at the end of each half day. Every fortnight the Log Book shall be sent to the Pilotage Superintendent at the Harbour Office for the inspection of the Commissioners or their Secretary, and left with him until again required for use.

19. Every Pilot and Apprentice shall obey and execute all orders given by the Commissioners, their Secretary, the Pilotage Superintendent, or the Pilot Masters, as well as all orders given by the Deputy Harbour Masters or Dock Masters, relative to the docking, towing, transporting, or removing of vessels under their charge.

20. Every Pilot when on shore shall attend daily at the Harbour Office, at ten o'clock A.M.,

to receive such orders and directions as may be given by the Secretary or the Pilotage Superintendent.

21. A Pilot while on Service shall not on any pretence leave the Boat, except on duty, without the written permission of the Master, which shall be recorded in the Log Book.

22. Every Pilot shall, when on duty, always have with him a good watch, a Tide Table, a copy of Part V. of "The Merchant Shipping Act, 1854," a copy of the Rules, Bye-laws, and Regulations of the Port and Harbour of Belfast, his License and his distinguishing flag; and immediately on taking charge of a vessel he shall exhibit his License to the officer in command.

23. On taking charge as Pilot of any vessel he shall cause his flag to be hoisted in some conspicuous place on board of such vessel, and he shall keep his flag continually flying until he is discharged or relieved by another Pilot.

24. A Pilot in charge of a vessel shall not leave her until she is safely docked or moored in the river, and then only with the written permission of the officer in command.

25. Every Pilot, on taking charge of an outward-bound vessel, shall, before proceeding to sea, ascertain that such vessel has a clearance from the Harbour Office, and any Pilot taking a vessel out of the Harbour which has not received such clearance, except under written instructions from the Secretary, is liable to a penalty not exceeding five pounds, besides the forfeiture of all Pilotage payable in respect of such vessel.

26. When in charge of an outward-bound vessel proceeding to sea, every Pilot shall see that his Flag is hoisted and kept flying at the fore, as a signal to the Pilot Boats to be prepared to take him from such outward vessel as soon as his duty has been performed.

27. A Pilot shall not engage to pilot a vessel outward beyond the limit of Compulsory Pilotage, unless the Master shall have previously signed a requisition for his services.

28. Whenever any Pilot shall observe any alteration in any of the banks or channels, or that any buoys or beacons have been driven away, broken down, damaged, or out of place, or any circumstance affecting the safety of navigation, he shall forthwith report the same to the Pilotage Superintendent, and the Superintendent shall furnish a correct statement thereof in writing to the Secretary.

29. Every Pilot shall behave himself with strict sobriety and with due respect towards the owners, commander, and officers of any vessel under his charge.

30. No Pilot Master, Pilot, or Apprentice shall at any time have or hold, directly or indirectly, any share or interest in any steam tug or other vessel used regularly or occasionally for towing vessels, nor shall he act as agent or canvasser for, or use his influence, directly or indirectly, on behalf of any broker, tradesman, or other person whatsoever.

31. It shall be the duty of the Pilotage Superintendent to exercise a supervision over all the Pilot Masters, Pilots, and Apprentices, to see that the Pilot Boat is at all times kept in good order and repair, and in every respect fitted for the Pilot service, for which purpose he shall once every month visit the Boat on her station, and shall carefully inspect all changes in the buoys, channels, lights, &c., which may have been reported or made since the time of his last visit, and shall enter the particulars of his inspection in a book to be kept for that purpose and to be laid before the Commissioners at their General Meet-