

much of the River Witham as runs from the Grand Sluice, in Boston aforesaid, towards and into a certain place called the Scalp, and also the Roads, and all and singular the Deepes, commonly called the Norman Deepes; and also all and all manner of places and parts and watercourses, and the streams of the Washes near and in the parts of Holland, extending to the Haven or place called Wainfleet Haven, and to a certain place called Pullye Heads, and to another place or sand called the Knock, and to another place called the Dog's Head in the Pot, and to the uttermost limits of the flowing and ebbing of the waters aforesaid and every of them, and adjoining to the sea and floods and streams of the borders and confines of the county of Norfolk.

#### *Pilots.*

4. Pilots are to bear in mind that since the completion of the dock their duties have become much more serious and responsible than they have hitherto been. It is impossible to lay down a set of regulations to guide Pilots in all cases and they must be largely influenced by their own discretion and caution but the Commissioners will expect the following instructions to be strictly observed, viz. :—

- (a.) No Pilot is to undertake to pilot a ship where, in his opinion, there is any risk of her grounding in the channel.
  - (b.) It is no excuse to a Pilot that the Master or other person in charge of a vessel desires that an attempt shall be made to take her up or down the river when it is doubtful whether there will be enough water, or agrees to take the risk upon himself. In all doubtful cases, a Pilot is to absolutely refuse to pilot a vessel, and if the Captain or other person unduly presses him to do so or makes the attempt himself without the Pilot's consent, the Pilot is to leave the ship.
  - (c.) Before commencing the navigation of a vessel all Pilots are to ascertain that she is in a proper navigable condition, and, if a steam vessel, is provided with sufficient steam power in case an increase of speed should be necessary during her progress, and also to make themselves personally acquainted with her draught of water fore and aft.
  - (d.) A Pilot before undertaking the navigation of a Vessel of over three hundred and fifty tons register shall recommend the Captain to secure the assistance of a Tidesman, a second Pilot to have the preference should one be at liberty.
  - (e.) The Pilots are in all cases to strictly obey the orders and instructions of their superintendent.
5. Every Candidate for the office of Pilot shall have been employed ten years at sea, five of which he must have served in the capacity of able seaman, and be accustomed to the navigation of Steam as well as Sailing Vessels. He shall have attained the age of twenty-five years and must not exceed thirty-five years. He will be required to pass such examination as the Commissioners may prescribe and if approved will be granted a licence which will have to be renewed annually on the first Monday in February. On receiving his licence he will for the first twelve months be allowed by the Superintendent to pilot Vessels not exceeding fifteen feet draught of water into and out of the Port, and if during that period his conduct shall have been in all respects satisfactory he will be permitted to pilot Vessels of every description.
6. A fee of two pounds and two shillings shall

be paid by each Pilot upon receiving his Licence and one pound and one shilling upon each renewal thereof. The fees to be paid by Masters and Mates of Vessels for Certificates granted under section 340 of the "Merchant Shipping Act 1854" shall be two pounds and two shillings for each Certificate, and one pound and one shilling for every renewal thereof. The fees received for licences and certificates and the renewals of the same shall be paid to the Pilots' Superannuation Fund. A Certificate held by a Master or Mate of a vessel shall not be renewed unless application in writing for its renewal is made to the Commissioners seven days at least before it expires. The renewal shall be by endorsement under the hand of the Clerk to the Commissioners.

7. Every Pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his services and shall maintain strict temperance and sobriety in the exercise of his office. He shall also use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others, and shall not leave his ship until she is safely moored in the river, or in the dock, or at her discharging or loading berth, and shall within twenty-four hours after his leaving the ship report to the Pilot Superintendent all accidents, if any, which may have happened to such vessel while under his direction. He shall always have with him when on duty a copy of these bye-laws and his licence and on taking charge of a vessel he shall, if required, produce the same to the officer in command. In the case of vessels outward bound from the river or dock he shall be on board at least two hours before high water to ascertain if the vessel of which he is about to take charge is ready for sea and to superintend the unmooring of the vessel from the commencement thereof.

8. In case any Pilot in charge of a vessel shall by the law of quarantine, or at the request of the Master or Owner of the vessel, be detained on board thereof, from any cause whatever, beyond the time necessary for safely berthing such vessel, or outward bound longer than twenty-four hours, he shall be paid by the Master or Owner for such detention, over and above his pilotage at the rate of ten shillings per day, and also have his provisions supplied to him.

9. One half of the number of Pilots shall always be at the upper station and the other half at the lower station, or as required by the Superintendent.

10. The signal for a Pilot shall be the usual one, namely, by day a Jack at the fore-top mast-head and by night a lantern.

11. The Pilots on duty at the upper station taking vessels from the town shall continue their charge to Boston Toft or High Horn.

12. The Pilots on duty at the lower station shall make for all vessels coming in from sea at High Horn or Boston Toft, and take charge of them (unless impracticable), at either of those limits, and shall bring the vessels up to the town if the same can be accomplished in one tide, and the Masters require it.

13. Pilots in charge of outward bound ships or vessels shall on no account whatever except by permission of the Masters of such ships or vessels (unless such Master decide to anchor in Clayhole when such permission shall not be requisite) leave or quit them, by allowing themselves to be put ashore or on board a Pilot's boat, before their arrival at the proper outward compulsory Pilotage limits of the port, namely, High Horn or Boston Toft. On proof to the satisfaction of the Com-