

compelled to put back and return from the westward, the Pilot in charge shall be paid the rate of pilotage for the distance he may have proceeded, and in addition to the rates fixed for such a distance outward, one-third of the Channel Pilotage on account of bringing such ship or vessel back again. If the vessel is brought into dock the Pilot shall be paid the full tariff rates from Penarth Roads.

7. If any master of a ship navigating in or upon the waters of the Bristol Channel within the jurisdiction of the Cardiff Pilotage Board, knowingly employs or continues to employ an unqualified pilot after a qualified pilot has offered to take charge of the ship, or has made a signal for that purpose, he shall in every case incur a penalty of double the amount of pilotage demandable for the conduct of the ship.

8. Any master or mate of a vessel who holds a certificate under this Board to enable him to pilot his vessel within any portion of the district under the jurisdiction of the Board, shall for every time he may navigate his vessel within the waters of the district over which he is licensed, pay into the Cardiff Pilotage Fund a sum not exceeding five per cent. of the amount of pilotage which the vessel of which he is in charge would have paid had the services of a licensed pilot been engaged, and every such master or mate shall, within a month of the thirtieth June and thirty-first December in each year, make a return to the Clerk of the Board of such services rendered by him during the previous six months. But such payment shall not entitle any such master or mate to a participation in any of the benefits of the said Fund.

9. Except as provided by the twenty-fourth Section of "The Bristol Channel Pilotage Act, 1861," and as hereafter mentioned, no person shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a channel pilot in the waters of the district aforesaid, and have afterwards served at sea at least two years, about twelve months of which to be in square-rigged sailing vessels in the oversea trade, and the remainder in steamers, and no person shall be deemed eligible if less than twenty-five years or more than forty-five years old. In case the Pilotage Board shall at any time be of opinion that an increased number of pilots are required in the said district and there shall not be a sufficient number of duly qualified apprentices to supply the deficiency, the Board shall be at liberty to dispense with all or any part of the said apprenticeship or other requirement, and after examination to appoint any fit and proper person (having previously served five years as master or mate of a vessel) to act as a pilot without having served such term of apprenticeship or complied with such other requirement.

10. Pilots shall be divided into three divisions. The first division to comprise Channel Pilots, the second division first class Port Pilots; and the third division second class Port Pilots. Channel Pilots shall be entitled to conduct vessels within the Cardiff pilotage district, Port Pilots shall be entitled to pilot vessels within the port of Cardiff as defined in Bye-law No. 4, and thence to and from any point in Penarth Roads as defined in Bye-law No. 3. Second Class Port Pilots to be limited to vessels under 1,250 tons register.

11. Every candidate for Apprenticeship, before he can be considered eligible for the Pilotage service, shall produce satisfactory testimonials as to character, and a Surgeon's certificate that he is of sound health; he shall prove to the satisfaction of the Board that he is not less than fourteen nor more than eighteen years of age, and that he is

able to read and write correctly, and that he has a competent knowledge of arithmetic. Having complied with these requirements he may, after a month's probation, if approved by the Board, be apprenticed to a pilot for five years.

12. The indenture of apprenticeship, which shall be in a form approved by the Board, shall be signed by Pilot and the Apprentice, and then be registered at the Pilotage Office.

The Board shall have full power to enquire into the conduct of Pilots towards their Apprentices, and vice versa, and to investigate all complaints made by Pilots against their Apprentices, and also by Apprentices against Pilots, whether they be Masters to such Apprentices or not, and into the general conduct of Apprentices. And the Board shall have full power to make such orders or inflict fines in reference thereto, and also to direct any apprenticeship indenture to be cancelled upon such terms and conditions as shall be determined.

13. The Pilot to whom any Apprentice is serving, shall endorse at the back of every indenture a statement of time lost by the Apprentice, and of pecuniary losses which have been incurred by the Pilot by reason of the negligence or want of attention of the Apprentice, and such statement shall be initialled by the Pilot and Apprentice on the respective dates when such losses shall be charged against the Apprentice.

14. At the expiration of five years from the date of the Apprenticeship Indentures the Pilot shall appear before the Board with the Apprentice and his Indentures and the Board shall thereupon decide as to the amount of time and money (if any) to be made good by the Apprentice before the Indenture shall be surrendered to him.

15. After completing the full period of five years apprenticeship the Apprentice shall serve two years at sea in sailing vessels and steamers in manner required by Bye-law nine, after which on proof by proper certificates of such sea service being given to the satisfaction of the Board, and that such Apprentice has attained the age of twenty-five years, his name shall be entered upon the rota of candidates eligible for examination as Port Pilot of the Second-Class.

16. When a vacancy occurs in the body of Port Pilots, the first Apprentice on the rota eligible for examination shall receive due notice to attend for examination before the Examining Committee appointed by the Board, and such Apprentice shall attend accordingly at the time and place appointed. If such Apprentice shall fail without reasonable cause to attend for Examination he shall lose his turn.

17. Whenever an Apprentice shall for the first time appear before the Examining Committee for such examination his Indenture of Apprenticeship shall be produced for the inspection of the Committee.

18. If the Examining Committee report that such Apprentice has passed a satisfactory examination as required by these Bye-laws, such Apprentice shall be entitled to a Licence as a Port Pilot of the Second Class.

19. After serving two years in the division of Port Pilots of the Second Class, such Pilot shall be entitled without examination to a Licence as a Port Pilot of the First Class.

20. After serving two years in the division of First Class Port Pilots, such Pilot shall be eligible for examination as a Channel Pilot, and shall be placed on the rota of Candidates for Channel Pilot Licences. When a vacancy occurs in the body of Channel Pilots, the first Candidate on the rota for a Channel Pilot's Licence shall receive