

any other place, the vessel shall be taken out or removed by the first Port Pilot who may be on the rota for shore duty in accordance with the Bye-laws, such rota to be fixed from time to time by the Board. Should the services of a Channel Pilot be desired for any of the above duties, such Channel Pilot shall be appointed by the Clerk to the Board, unless the inward Pilot has appointed a Channel Pilot for that purpose, such appointment to be notified to the Clerk of the Board forthwith. In no case shall a Channel Pilot be permitted to appoint a Port Pilot for any or either of the duties above mentioned. Provided nevertheless that nothing in this rule contained shall prevent a Channel Pilot without such appointment taking out a vessel for another absent Channel Pilot, provided the former makes no claim to the pilotage fee thereby earned, which shall belong to such absent Pilot.

40. If any Port Pilot in contravention of the last preceding Bye-law shall perform any or either of the duties mentioned in the said Bye-law, he shall not be entitled to the pilotage monies which may become payable in respect of the services so rendered, but the Board shall, if they think fit, award such pilotage monies to the Pilot who in their judgment would in the ordinary course have been entitled thereto, or in case no other Pilot has any right to such pilotage monies, the Board may, if they think fit, direct that the whole or some part of such pilotage monies shall be placed to the credit of the Cardiff Pilotage Fund.

41. Any Pilot taking charge of a vessel not bound to the port to which he is licensed shall be paid the rates, and be governed by the laws established at the port to which the vessel is bound.

42. Each Pilot shall strictly conform to the directions of the Harbour or Dock Master touching the docking or undocking, mooring or unmooring, placing or removing, any ship or vessel which such Pilot may have under his charge, so long as such vessel shall be within the limits of the authority of any such Harbour or Dock Master. Any Pilot violating this rule shall be subject to a penalty not exceeding ten pounds, or such other punishment as the Pilotage Board may think fit.

43. Any Pilot having charge of a vessel inward bound shall not be released from his duties or responsibilities until such vessel is securely moored in the dock, basin, or harbour of the port; but if in charge of a vessel bound to a port for which he is not licensed, he shall be released from his duties and responsibilities when such vessel is anchored in the nearest roadstead to the port to which she is bound, and if outward bound, to such a distance or stage for which he has been engaged. Any Pilot violating this rule shall be subject to a penalty not exceeding ten pounds or the loss of his licence, or such other punishment as the Pilotage Board may think necessary.

44. If any vessel, whilst in charge of a Pilot, does or receives damage, he shall immediately report such damage done or received to the Clerk of the Board, as per form adopted by the Board, under a penalty not exceeding ten pounds, and such report shall be read to the Board at their next meeting. The circumstances of the accident shall be investigated by the Board, if deemed necessary, and the Board may, if they see fit, require the licence of the Pilot to be given up to the Board until the case has been disposed of.

45. Each Pilot shall keep in his possession his licence, together with a printed copy of the present rates, bye-laws, and regulations, and shall produce the same to the Captain or Commander

of any ship or vessel, when required to do so, under a penalty not exceeding ten pounds.

46. Any Pilot missing his cutter when down Channel may get back the best way he can, but he must not board any vessel for the purpose of piloting her, unless such vessel has the usual signal-flag for a Pilot within pilotage waters.

47. Should the Master of a vessel land without having been spoken to by a Pilot, the first Pilot who may speak to the Master on shore shall be entitled to bring the vessel into dock.

48. Any Channel Pilot being the owner of a Pilot cutter who may desire to work in any other cutter than his own must give notice to the Clerk of the Board at least twenty-four hours before sailing of such desire, and name the particular cutter in which he desires to work, and he shall not be at liberty to work in his own or any other cutter until such notice has been withdrawn. Such notice in either case to be acknowledged by the Clerk in writing.

49. For the more efficient and equitable working of the pilotage service within the limits of the Port of Cardiff, the Port Pilots shall for the purpose of carrying out their duties be divided into three sections as follows:—

One section for duty on shore for a week.

One section for duty in Penarth Roads for a week.

One section to be off duty for a week.

50. That a Secretary shall be appointed by the Clerk to the Pilotage Board to each section whose duty it will be to see that each member of his section goes on duty in his proper order, in accordance with the rota, which shall be framed by the Board from time to time. He shall also keep a record of all absentees and report the same to the Clerk of the Pilotage Board.

51. The section off duty shall relieve the section on duty on shore, and the shore section shall relieve those on duty in Penarth Roads. These changes to take place every week at three o'clock P.M. on Friday, or at such other time as may be prescribed by the Board. Every member of the section on duty in the Roads shall remain on duty until the entire section is relieved.

52. The shore section shall come on duty every tide at half-flood, and shall remain in the vicinity of the Cardiff and/ (or) Penarth Pierheads until the work of the tide is over. They shall take charge of all such vessels as require Pilots for any of the purposes mentioned in Bye-law thirty-nine.

53. Should there be more work on any one tide than can be properly accomplished by the sections on duty, the section off duty shall be called upon by the Secretary of the shore section to supply such men as may be required.

54. The Pilots of the section for the time being on duty in the Penarth Roads shall work in as many Pilot Cutters or Steam Pilot Boats and in such method as the Board may from time to time direct.

55. When a Pilot of the section which for the time being is on duty in the Penarth Roads shall conduct a vessel into port or elsewhere he shall, as soon as that service is completed, return at once to his section in the Roads and take his place for further duty.

56. The Pilots of the section in Penarth Roads shall board and take charge of all vessels requiring Pilots either inward or outward impartially and in regular rotation—provided that the Pilot who may be employed in taking off Pilots from vessels outward bound shall not whilst so employed be required to take charge of any vessel as a Pilot.

57. When a Pilot of the section which for the