

Act, 1861," no person shall be eligible, or shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a pilot of the district, and been at least one year in the coasting or over sea trade in square rigged sailing vessels or shall have been engaged as master in the coasting trade in the waters of the district for not less than five years; and no person shall be eligible if less than twenty-three years or more than forty-five years of age.

2. Every candidate for apprenticeship before he can be considered eligible for the pilot 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 or more than eighteen years of age, and that he has passed Standard 6 required for the full time employment under "The Elementary Education Act." 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, and the indenture of apprenticeship, which shall be in a form approved by the Board, shall be signed by the pilot, the apprentice, and his guardian, and then be registered and kept at the pilotage office.

3. The pilot to whom any apprentice is serving shall endorse on 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 signed by the pilot and apprentice on the respective dates when such losses shall be charged against the apprentice.

4. At the expiration of the five years' apprenticeship, the pilot and apprentice shall appear before the Board with the indenture, 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 given to him, and such decision shall be finally binding on all parties. Whenever an apprentice shall for the first time appear before the Examining Committee for examination for a licence to act as pilot, his indenture of apprenticeship and all papers which the Committee shall think necessary, shall be submitted to their inspection.

5. 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 may be the masters to such apprentices or not, and also into the general conduct of apprentices and pilots, and the Board shall have full power to make such orders, and to inflict fines and penalties in reference thereto. Also to withhold or cancel any licence or indenture.

6. The Board shall have full power to limit the number of pilots, and when a vacancy occurs in the number of pilots the first apprentice on the rota who is eligible for examination shall receive due notice to attend the Committee for examination. If such apprentice shall fail without reasonable cause to attend or shall fail in such examination he shall lose his first turn, and so on in rotation until all the apprentices so eligible have been dealt with, but should any apprentice fail in his examination he shall be allowed to take his turn when the next vacancy occurs until he has had three chances,

and after that the matter shall be left with the Board.

The clerk shall keep a list of all apprentices showing their respective service in the boats, with the names of the pilots to whom they are apprenticed together with a full record of their service with a note when each apprentice is out of his time, where he has subsequently been engaged and whether eligible for examination as pilot.

7. No person shall be licensed to act as a pilot in the district unless he shall have passed a creditable examination on the following subjects, viz.:

He must be able:—

- (1.) To read and write.
- (2.) To produce a Board of Trade Certificate as to colour-blindness.
- (3.) To give the course and distance between any two places within the limits of the Channel.
- (4.) The rise, velocity and set of the tides.
- (5.) The depth and character of the soundings.
- (6.) The best anchorages, and where to stop for a tide.
- (7.) The sand banks, rocks, shoals and other dangers.
- (8.) The land marks, buoys, lights, their different bearings and distances.
- (9.) The appearance of the different headlands.
- (10.) The management of a vessel—to bring her to anchor—to keep her clear of her anchor in a tideway—to moor—unmoor—to get under weigh and to handle a vessel under any circumstances.

8. As well as the general power conferred upon the Commissioners to grant or suspend licenses the Pilotage Board shall also have power to grant the following licences to pilots:—

From the date of appointment and for 2½ years	} A licence to pilot vessels not exceeding 300 tons register.
After 2½ years and up to 5 years	
After 5 years and up to 7 years	
After 7 years	} A licence to pilot vessels not exceeding 1,000 tons register.
	} A full licence.

The Board shall have full power to withhold or suspend any such licence if they should be of opinion that any pilot is not fully entitled to receive the same.

9. No junior pilot shall take charge of a ship going to sea above the tonnage for which he is licensed unless a senior pilot cannot be obtained, notwithstanding that such junior pilot may have brought the ship into port, and no pilot shall take charge of any ship above the tonnage for which he is licensed unless a senior pilot cannot be obtained, and if no senior pilot can be obtained and a junior pilot has taken charge of any such vessel he may be superseded by a senior pilot between Kingroad and Lundy unless the master of such vessel shall desire to retain his services. But no junior pilot is on any account to take charge of vessels above 500 tons between Kingroad and Sharpness and *vice versa*, if the services of a senior pilot can be obtained.

10. The pilots must keep log-sheets showing how, when, and where employed, and copies of the same shall be made out by the respective pilots, and handed in once a month to the pilot-master not later than the 12th day in the succeeding month.