

At the Court at *St. James's*, the 7th day of November, 1910.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 15th day of October, 1910, in the words following, viz.:—

“Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, and other allowances in the nature thereof payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner and subject to such restrictions, conditions, and provisions as are from time to time directed by Order in Council:

“And whereas in Article 1484, Clause 4, of the Regulations for the Government of Your Majesty's Naval Service provision is made for the repayment of travelling expenses, in excess of four pounds ten shillings, incurred by Officers in returning to their homes when discharged to retired pay at distant ports in the United Kingdom:

“And whereas we consider it desirable that some further relief should be afforded to Chief Officers of Your Majesty's Coast Guard Service when discharged to pension, owing to the heavy expenses incurred by these Officers in transferring their families and effects from the Coast Guard Station where they have made their home:

“We beg leave humbly to recommend that Your Majesty may be graciously pleased by Your Order in Council to sanction payment of the following expenses to Chief Officers of Coast Guard when discharged:—

“(a) On being invalided. Reasonable travelling expenses incurred by the Officer himself, including the cost of the removal of his furniture and effects.

When the cause of invaliding is directly due to the Service, travelling expenses of his wife and family, on the usual scale in addition, at the discretion of the Admiralty.

“(b) On discharge to pension. Non-chargeable railway warrant for the Chief Officer to his home. Where there is no Railway, payment of an allowance of one penny per mile for every mile he may have to travel. In the case of Coast Guard Stations at a distance from a Railway Station the cost of reasonable Car hire in excess of three shillings.

“The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in these proposals.”

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

*Almeric FitzRoy.*

At the Court at *St. James's*, the 7th day of November, 1910.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a Pilotage Authority may, by bye-law made under Part X of that Act, do all or any of the things specified in section 582; but that a bye-law so made shall not take effect until it is submitted to His Majesty in Council and confirmed by Order in Council:

And whereas the Corporation of the Master and Assistants of the Trinity House of Leith, being a Pilotage Authority, have made and submitted for the confirmation of His Majesty in Council certain bye-laws as set forth in the Schedule hereto annexed:

And whereas it has been made to appear to His Majesty that the proposed bye-laws are proper and reasonable:

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to approve of, and doth by this Order confirm, the said bye-laws as set forth in the Schedule hereto annexed.

*Almeric FitzRoy.*

SCHEDULE to which the foregoing Order in Council refers.

Bye-laws made by the Corporation of the Master and Assistants of the Trinity House, Leith, hereinafter referred to as the Corporation, for the appointment and government of Pilots, in pursuance of the Merchant Shipping Act, 1894:—

I.—No person shall hereafter be licensed to act as a Pilot unless he is twenty-one years of age, and has been for the space of seven years at least actually engaged and actively employed as a seafaring man, and unless during at least three years of that space he has served in no lower capacity than A.B. on seagoing vessels, other than tugs, lighters, trawlers, fishing or similar vessels. Every candidate must bear a good moral character, and be able to read and write, and have a competent knowledge of arithmetic; he must be able to give a perfect verbal account of the harbours, docks, and piers, and the course and distance from any place within the limits for which he wishes to act as Pilot, the flowing and the setting of the tides, depth of water, the proper places for good anchorage, and where to stop a tide, the sand banks, rocks, shoals, and other dangers, the landmarks, buoys, perches, and lights; he must also be seaman enough to know, not only the method of staying or wearing a vessel, but also the complete management of a vessel in bad weather and narrow channels, to bring her properly to anchor, to keep a clear anchor, to moor and unmoor and get under weigh in all situations, to manage a steamer under her main steam in narrow waters and know the action of right and left handed propellers; and, where necessary, he must be able to set off a ship's position or actual place on the chart, to understand the deviation of the compass and how it is applied to steer a magnetic course;