

and mates of vessels will, on being found qualified, obtain licenses to pilot their own vessels, which will be in force for one year, and renewable annually by endorsement thereon.

IV. No person shall *in future* be licensed, nor after being licensed continue to act as a harbour pilot, unless he hold a Frith Pilot's License (excepting always masters or mates licensed for their own vessels only); and every person applying to be licensed as a harbour pilot must be able to read and write, and must set forth in his application his usual place of abode, his age, height, complexion, and any other circumstance or peculiarity descriptive of his person, and produce a satisfactory Certificate of moral character, and a Certificate from the Trinity House of Leith that he holds a Frith Pilot's License (where such is the case), and has been examined and found skilful and qualified to act as pilot for the harbour.

V. Every pilot (except a master or mate, acting as licensed pilot of his own vessel,) shall have a sufficient boat, which shall be painted black, or tarred, outside, and shall have on the stern the name of the pilot or owner thereof, and the words "Port of Leith" painted in white letters one inch broad and three inches long, and on each bow the number of such boat, which shall be fixed by the Superintendent of the Harbour and Docks; and all boats belonging to one pilot shall have the same name and number painted on each; and no boat shall be used for the purpose of pilotage until the same has been approved of and licensed by the said Commissioners.

VI. Every boat shall have a crew of two men, or one man and two boys, besides the licensed pilot, and when afloat shall have a flag at the mast-head, or on a sprit or staff, or in some other equally conspicuous situation; and such flag shall be of large dimensions, and of two colours, the upper half white, and the lower half red.

VII. Harbour pilots must always be in readiness with a boat, approved of and licensed, and manned as aforesaid, and must take charge of any vessel when required, and attend *exclusively* on the vessel they have charge of, and on no account whatever go to any other while so engaged, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whose vessel they are attending.

VIII. No harbour pilot, already licensed, shall (unless he hold a Frith Pilot's License) proceed in search of vessels, or go on board thereof with a view to harbour pilotage, at any place beyond the limits of a straight line drawn from Granton Pier to Burntisland on the west, and from Portobello to Pettycur on the east; which limits have been arranged between the Commissioners and the Trinity-House of Leith; and all subsisting licenses granted to harbour pilots shall be and are hereby extended thereto; and no Frith pilot shall be entitled to go on board of a vessel bound for Leith Harbour at any place beyond these limits, unless required to do so for the purpose of pilotage in the Frith at the full fees payable for that service.

IX. The Frith pilot, not licensed for the harbour, when approaching the harbour pilots' limits, has been directed by the Trinity-House to require the vessel of which he is pilot, if bound for Leith Harbour, to display and keep flying the usual signal for a pilot; and if a harbour pilot is within hail, or is approaching and within half a mile, such Frith pilot is, by heaving to in proper time, or shortening sail, or by any practicable means consistent with safety, to facilitate the harbour pilot's getting on board. If no harbour pilot appear, the said Frith pilot may continue in charge of the vessel until she reaches Leith Roads, but on no pretence is the Frith pilot not licensed for the har-

bour to be at liberty to bring the vessel into the harbour, extreme cases of necessity alone excepted.

X. When a vessel is bound to Leith Roads for orders, any Frith pilot is entitled to pilot her into the roads, and to stay by her as pilot, if required by the master, until the orders are obtained; but if the vessel is ordered to the harbour, the Frith pilot, if not licensed for the harbour, is immediately thereafter to cease to act as pilot.

XI. Inward vessels waiting for the tide shall be so placed as to be ready to come in immediately on the proper signal being made, and the duty of the pilot and his assistant shall not be fully discharged until the vessel is moored where the harbour or dock-master may direct, at the tide or time she enters.

XII. The rates of pilotage payable are those specified in the annexed Table, and the inward pilotage shall be paid by the owners, masters, consignees, or agents of the vessels piloted, to the collector of the shore dues, *and to no other person*, for behoof of the pilots. The master of every vessel shall sign and deliver to the pilot a Certificate, stating (in words) the number of feet of water which his vessel draws, and (when a boat is employed) her tonnage, and whether she was towed by a steamer; and no pilot shall ask or take payment for inward piloting otherwise than through the Shore-Dues Office.

XIII. When a Frith pilot not licensed for the harbour shall have piloted a vessel intended for the harbour, he is authorised to require the master of her either to pay him the amount of the pilotage, or to sign and deliver to him an order for payment. If the Frith pilot cannot conveniently go to Leith, he is entitled to require the harbour pilot to deliver the order at the Shore-Dues Office, where the master or agent for the vessel may pay the money, and where the Frith pilot may thereafter receive it, subject to deduction of 5 per cent. for collection.

XIV. Masters and mates licensed for their own vessels shall pay a fee of twenty-one shillings for their license, and ten shillings and sixpence for every renewal thereof; other pilots shall pay a fee of ten shillings and sixpence for their license; and these fees shall be applied by the Commissioners, as heretofore, to cover expenses incurred in connection therewith.

XV. All fees for harbour pilotage shall, as heretofore, be paid over by the Shore-Dues Office to the licensed pilots, subject to deduction of *five per cent.* to cover expense of collection, and *two and a half per cent.* to be appropriated to the Pilots' Superannuation and Widows' Fund.

XVI. Pilots are required to make themselves thoroughly acquainted with the signals of the Port, and the Bye-Laws and Regulations, and also frequently to inspect the entrance of the harbour, and the harbour itself, at low water spring tides, especially after storms or land-floods; and when, through ignorance, negligence, or otherwise, they permit vessels to run aground, they will be severely punished, and held responsible for damage caused to any of the harbour works, dredging plant, or other property.

XVII. The Superintendent, Harbour Master, or Dock Master, has power to give directions to pilots, and order them to take charge of any vessel when wanted; and also, from time to time, to inspect the boats and crews, and see that the pilots do their duty and observe the regulations.

XVIII. All pilots must observe strict sobriety and civility in the discharge of their duties; and whenever a pilot shall fail to observe, or shall commit any breach of the regulations, or shall discharge his duties insufficiently, or shall use any improper language to any of the Commissioners' officers while in the discharge of their duties, the