

Master and Assistants of the Trinity House of Leith, does, in virtue of his own rights and privileges, and also with consent of Her Majesty in Council, enact the following Bye-Laws :—

I.—No person shall hereafter be licensed to act as a pilot before he is twenty-one years of age, and has been for the space of seven years or more actually engaged and actively employed as a seafaring man, and during that space has sailed for three years or longer time in a square-rigged vessel. 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 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; and where necessary, he must be able to set off a ship's situation or actual place on the chart.

II.—Every pilot, immediately on his appointment, shall get his license registered by the principal officers of Customs, at the place at or nearest to which he resides, as required by the 349th section of the Act above referred to; and he shall also get his boat duly approved of and licensed, as required by the 345th section of the said Act, which shall be done from time to time as occasion may require, on application to the Trinity House of Leith.

III.—A copy of the Merchant Shipping Act, so far as applicable to pilotage, is hereto annexed, and the pilots of this Corporation are required carefully to comply with the provisions thereof, so far as incumbent on them; and in addition thereto, this Corporation enacts the following regulations for the government of its pilots, viz :—

IV.—When you receive an order from the Master, Assistant-Master, or Deputy-Master of this Corporation, or when required at sea by the commander of any of Her Majesty's ships or vessels, to pilot any such ship or vessel, you are to repair on board of her, to take charge of her, and continue such charge according to the mode expressed in the said order or requisition.

V.—If, on receipt of orders to proceed on Her Majesty's service, you shall fail to proceed thereon immediately, or shall evade the receipt of such orders, or shall quit or decline such service, you shall for the first offence be liable to suspension for six months, and for the second offence shall be dismissed from your office of pilot, unless you shall have been prevented by ill health, or any other reasonable impediment.

VI.—Whenever called upon or required to pilot any ship or vessel, you shall, if under engagement to any other ship or vessel, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring your service; and in case of any concealment, misrepresentation, or falsehood, in respect of such alleged previous engagement, you shall be liable to suspension at the discretion of this Corporation.

VII.—When you discover any alteration in any sands, or channels, or any hitherto unknown sand or rock, dangerous to navigation, you are to give immediate information thereof in writing to the Master of this Corporation.

VIII.—When you come to an anchor you are to observe the setting of the tide and its force; and if it shall happen that you come near a sand or rock, you are immediately (if there are any other vessels in company) to cause a signal to be made, so as to enable them to avoid the danger.

IX.—You are on no pretence to aid or assist, either in your own person, or with your boat or servants, or by any other means whatever, the landing, removing, or secreting any seamen from merchant ships and vessels, to avoid serving in Her Majesty's Navy, as by so aiding or assisting seamen to escape the impress for Her Majesty's service you will be liable to have your license recalled and rendered void; nor are you, either in your own person, or with your boat or servants, or by any other means, to be aiding and assisting any seamen or mariner in deserting or absenting himself without leave from any of Her Majesty's ships or vessels, or from any merchant vessel, under the pain of for ever forfeiting your license, besides any other punishment to which you may by law be liable.

X.—The Commissioners for the Harbour and Docks of Leith having made a new Bye-Law to the effect that no person shall *in future* be licensed, nor after being licensed, continue to act as harbour-pilot, unless he hold a Frith of Forth license, (excepting always masters or mates licensed for their own vessels,) it is specially enacted, as arranged with the said Commissioners, that the limits of the said harbour-pilots shall be extended from a line to be drawn from Granton to Burntisland on the west, and from Pettycur to Portobello on the east, beyond which the harbour pilots are not at liberty to proceed in quest of vessels, or to go on board thereof with a view to harbour pilotage.

XI.—The Frith of Forth pilot, not licensed for Leith Harbour shall, when approaching the harbour pilots' limits as above defined, require the master of any vessel of which he is pilot, bound for Leith Harbour, to display and keep flying the usual signal for a pilot, and if any harbour pilot is within hail, or is approaching, and within half a mile, he shall, by heaving to in proper time, or shortening sail, or by any practicable means consistent with the safety of the same, facilitate the harbour pilot getting on board. If no harbour pilot appears, the said Frith pilot shall continue in charge of the ship until she reaches Leith Roads, but on no pretence whatever shall he, unless licensed therefor, bring the vessel into Leith Harbour, extreme cases of necessity alone excepted.

XII.—In regard to any vessel bound to Leith Roads for orders, the Frith of Forth pilot will be entitled to pilot her into the roads, and to stay by the vessel as pilot until orders are obtained, if required by the master; but if the ship is ordered to Leith Harbour, he shall, unless he hold a licence therefor, immediately thereupon cease to act as pilot of said vessel, cases of necessity alone excepted.

XIII.—When the Frith of Forth pilot, not licensed for the harbour, has piloted any vessel intended for Leith Harbour, he shall require the master of her either to pay him the pilotage, or to sign and deliver to him an order for payment thereof, specifying the vessel and the pilotage service rendered, and whether the vessel was towed by steam the whole or part of the distance. If the Frith pilot cannot conveniently go to Leith, he can require the harbour pilot to deliver the order for his pilotage to the Shore Dues Office there, where the master or agent of the ship may pay it, and if so paid, the money shall be handed to him when called for, less five per cent. commission.

XIV.—The master or mate of any ship may be examined as to his capacity to pilot the ship of which he is master or mate, or any one or more ships