

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to approve and doth hereby approve of the said bye-laws so submitted as aforesaid, in lieu of the several bye-laws for the better regulation and management of the Liverpool pilot service now existing and in force.

*Wm. L. Bathurst.*

BYE-LAWS FOR THE BETTER REGULATION AND  
MANAGEMENT OF THE LIVERPOOL PILOT  
SERVICE.

I.—*Duties of the Committee Clerk.*

The office of the Committee shall be open, and the Clerk shall reside on the premises, and constantly attend, for the purpose of receiving reports, and transacting such other business as may be required of him; he shall also summon all meetings of the Commissioners and of the Committee directed by the Act, as well as all persons whose attendance may be required by the Committee.

II.—*Duties of the Superintendent.*

The duties of the Superintendent shall be as follows:—To exercise a supervision and control, under the Pilots' Committee, over all the pilots, journeymen pilots, and apprentices, so as to see that the Pilot Act and these bye-laws are duly observed by all in their respective departments;—to exact from the master pilots a report of all occurrences affecting the service, on which he or the Committee may require information;—and it shall be his especial duty to see that the stations are effectively occupied day by day, and he shall have posted in the office, every day, the numbers of the boats on the several stations; and report to the Committee any cases of misconduct or breach of the bye-laws that may occur.

That the time of the Superintendent shall be devoted to the service of the Committee. That his office hours be from nine o'clock, a.m. to five o'clock, p.m., between the first of April and the first of October; and from nine o'clock, a.m. to four o'clock, p.m., between the first of October to the first of April.

III.—*Duties of the Masters and Crews.*

The first and second masters, also the third master, in case of necessity, are to take the command and proceed to sea in her by turns, so that one of them may always remain on shore to appoint pilots to outward-bound vessels, and to transact the other necessary business of the boat. Every master shall do his utmost to maintain due subordination, sobriety, and good order amongst the crew of his boat, both at sea and in port; and every pilot or other person, serving on board, or belonging to the boats, shall at all times submit to and execute all the lawful commands of the master; and, in particular, shall, whenever he is required, assist, as far as he is able, in performing the necessary repairs of the boat, her rigging, sails, and materials; and, in case of refusal or neglect, the master may employ another person in his stead, the expense whereof shall be deducted from his share of the earnings of the said boat.

The masters shall on no occasion leave the boats, except in cases of emergency. They shall keep exact journals of their proceedings when at sea, which shall contain, in particular, accounts of all vessels boarded or piloted inwards, and the times and places of boarding them; and, when not so employed, shall enter in their logs, every two hours, the position of their boats; copies of which journals, respectively, signed by the

master, shall be delivered to the Committee-clerk within two days after the arrival of the boat from each cruise.

IV.—*Masters of Pilot Boats, Apprentices, and Crews.*

Each pilot-boat must have three masters, to be called the first, second, and third master, and the masters or owners of each boat shall be entitled to take ten apprentices, but not to have a greater number at any time, which apprentices must be approved by the Committee, and must find satisfactory security for the faithful performance of their engagements; and all indentures of apprenticeship shall be inspected by the Committee before being executed; and the masters shall instruct their apprentices in the use of charts, and in all matters enumerated in the [fourth] bye-law, as to the knowledge required of apprentices on their applying to be licensed.

The journeymen pilots shall be appointed to their respective boats by the Committee, so, and in such manner, that each boat may carry an equal number, or as nearly so as is practicable; nor shall any pilot quit the boat to which he shall have been appointed by the Committee, in less than a year from the date of such appointment, and then he shall give three months' notice, in writing, of his intention so to do, to the masters thereof; and a copy of such notice shall be left with the Clerk of the Committee, who shall record the date when it is received. No pilot shall quit his boat whilst on service, under any pretence whatever.

V.—*Duties of Individual Pilots.*

All pilots shall repair to their respective boats, and proceed in them to their stations, whenever and as often as they are required by the masters.

It shall be the duty of every pilot, when not actually employed, to attend daily, at such time and place as may be fixed upon and appointed for that purpose by the master of the boat to which he belongs, to receive such orders and directions as may then and there be given by the said master; and in case of the owners, masters, and crew of any boat suffering any loss by reason of the non-attendance or neglect of any pilot, such loss shall be borne by the pilot so neglecting or refusing to attend.

Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others; and shall behave himself with strict sobriety, and due respect towards the owners, masters, and officers thereof; and shall order the ensign to be hoisted on entering the port: and on his arrival from sea, either in charge of a vessel or otherwise, shall give notice thereof to the master of the boat to which he belongs as soon as possible. And shall not leave his vessel until she is safely anchored in the river; nor then leave her without a written permission from the commander, or on being relieved by a pilot of equal class by order of one of the masters of the boat. He shall always keep the sounding-lead going when in charge of any ship or vessel whilst she be under way; and shall report to the Committee all accidents which may happen to such vessel whilst under his direction, as early as possible, within six hours after his arrival; and no pilot shall lay any vessel aground without a written order from the owner or master.

Each pilot shall carry a good watch, and shall always have about him a tide-table, a copy of the Liverpool Dock Laws, and his license. And he shall obey and execute all orders received from the Committee, their clerk, or superintendent.