

VI.—Apprentices.

Any person intended to be bound to the pilot service shall be not less than sixteen years of age, and shall have been previously at sea in a topsail vessel for not less than three years, and shall produce satisfactory testimonials from his previous service, and the testimonials and proposed indentures of the apprentice shall be submitted to the Committee for their approval; and when indentures have been executed, they shall not be cancelled by any agreement between the masters and the apprentice, without the order of the Committee. And a book of registry of apprentices to the service shall be kept by the secretary for the use of the Committee.

VII.—Qualifications of Persons requiring to be examined for Licenses.

No person shall be licensed to act as a pilot who has not served three years in a Liverpool pilot-boat. Every candidate must be able to read and write, and have a competent knowledge of arithmetic; he must be acquainted with, and be able to give a nautical description of the harbours, docks, and piers of Liverpool, Beaumaris, Chester, Pile of Foudre, and the Isle of Man; he must learn the course and distance from any place within the limit prescribed by the Committee, under "The Act for the better Regulation and Encouragement of Pilots for the conducting of Ships and Vessels into and out of the Port of Liverpool," to any other place within the said limits; 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 able to set off a ship's situation, or actual place on the chart, and must be seaman enough to know the complete management of a vessel in bad weather and a narrow channel; how to bring her properly to anchor; to keep a clear anchor; to moor and unmoor, and to get under weigh in all situations; he must produce certificates to show that he has been frequently with other pilots as leadsman in and out of the Port of Liverpool; and he must also produce a certificate from his masters as to his good conduct; and no apprentice shall receive a full license without the production of a satisfactory certificate from his masters. Neither a second or a third class license shall be granted between the twenty-fifth September and twenty-fifth March.

VIII.—Pilot-Boats.

Every pilot-boat must be of the burthen of forty tons or upwards, and must be painted in uniform colours: from the upper part of the gunwale yellow; green and yellow streaks black bends; and white streak to copper or water line; and be kept in good repair, and well found with masts, rigging, sails, anchors, cables, and every other necessary material, together with an approved chart of the Bay of Liverpool, on which the boundary lines of the several stations hereafter mentioned shall be distinctly marked by the Superintendent; a good telescope, two lanterns, and a swivel, or other small gun, for the purpose of making and answering signals. She must have her number painted on each bow, in white,—in figures of nine inches in length, and the same number must be painted upon her main and foresails, in black figures four feet long. The number on the sails to be painted on the third and fourth cloths from the after leach, and at an equal distance between the upper reef and the gaff. Her name and number, together

with the name of the first master, and the port to which she belongs, shall also be painted in large letters and figures upon her stern, one inch broad and three inches long; and good and sufficient accommodations must be provided for the master and crew, at the expense of the owners.

IX.—Pilots deprived of their Licenses.

No master of a pilot-boat shall carry to sea on her station, or be in any way aiding or assisting in putting on board any ship or vessel, for the purpose of piloting or conducting her, any person whose license, as a pilot, shall have been suspended, or withdrawn, by an order of the Committee, or shall not have been renewed. If any person not duly licensed, or whose license shall have been recalled or suspended, shall be received on board a pilot-boat, the pilot or pilots receiving him on board shall for every offence forfeit and pay the sum of five pounds each, and for a second or subsequent offence the pilot or pilots shall be liable to suspension or forfeiture of his or their license or licenses, at the discretion of the Committee.

X.—Duty of Pilots on Boarding Ships.

Every pilot on taking charge of a vessel shall, if required, produce his licence; also, in the case of outward-bound vessels, shall repair on board in sufficient time before leaving the dock or basin to ascertain if the vessel he is about to take charge of is perfectly fit for sea, or to anchor in the river.

XI.—Division of Pilotage.

The earnings of each pilot-boat, including all compensations and rewards for assisting vessels in distress, shall be divided amongst the owners and crew in the following proportions, viz.:

The owners of the boat shall have two and a half shares in respect of the boat; two-thirds of a share for each licensed apprentice, and one and a half share for the unlicensed apprentices.

Masters and journeymen pilots of the first class, each one share; second and third class pilots, each two-thirds of a share; but the Committee shall have power to alter such apportionment from time to time, in such manner as they shall judge most conducive to the interests of the service; and if any pilot shall be disabled from doing his duty by sickness or bodily hurt, he shall be entitled to two-thirds of a share of the said earnings for the space of three months, provided such sickness or hurt has not been occasioned by lewdness, drunkenness, gaming, or other vice, the fact to be determined by the Committee, upon such evidence as may be brought before them; and provided also, that due notice be given to the Superintendent and masters of the boat at the commencement of his sickness.

Each pilot shall deliver all money received by him for pilotage, with an account and vouchers, to the master of the boat to which he belongs, on the day following that on which they are received; or in case of such vouchers and money being received at sea, then they shall be delivered to the said master as soon as he, the said pilot, returns to port, or joins his boat at sea; and all claims for extra days shall be inserted in the certificate for pilotage, and signed for by the master of the vessel.

XII.—Stations and Duties of the First and Second Boats.

The boats shall be stationed as follows, viz.:—The first and second boats shall cruise off the Point Linas, or to the northward and eastward of it, as