

delay take place on the part of any Master in proceeding towards his destination; and in the event of such delay taking place, the Pilot shall, on his return, report the same to the Clerk of the Commissioners; and upon going on board, the Pilot shall give notice to the Master that he has orders so to do.

3.—In stormy weather during day time, when Pilots cannot ply at sea in their regular pilot cibles, they shall go off in a steamboat licensed for that purpose by the Pilot Master of the said Commissioners, and shall carry with them a proper boat to be provided by and at the cost of the Pilots, and approved by the Commissioners, for boarding ships or vessels at sea.

4.—When any Pilots decide to go off in the licensed steamboat, a Pilot's flag shall be hoisted on the Pilots' watch-house, and on application being made by any of the Pilots to the Master of the said steamboat to go to sea, he (the Master) shall hoist the Pilot flag at the mast head, and lay at least twenty minutes before starting for sea, except in cases of emergency.

5.—All Pilots shall have an equal right to go off in the licensed steamboat, lots shall be drawn and distributed by the Master of the steamboat to all Pilots on board, the Pilot receiving Lot 1, shall go on board and take charge of the first ship or vessel boarded, and each Pilot shall afterwards take his turn according to the number of his lot, the next four Pilots on turn shall man the boat and put the Pilot on turn on board, and the Pilots remaining on board the said steamboat (if any) when they have returned on shore shall see that the boat be put into her proper berth or some other safe place.

6.—In stormy weather during day-time when the wind ranges from east southward, and when it is not prudent or safe to go to sea with the licensed steamboat, the Pilots shall take their positions inside the Bar as ordered by the Pilot Master, and that when the wind ranges from east northward they shall take positions between the Beacon and the Stone Buoy by the like order, and the Pilot first in position shall take the first ship, and the others shall be entitled to take charge of the following vessels according to their priority in taking positions; all disputes as to position to be concluded by the Pilot Master's decision.

7.—Each pilot cible claiming a turn shall be manned with not less than four hands, not less than two of whom shall be full Pilots and the other Pilots' assistants going regularly in pilot cibles, or (but this only in cases of emergency) an efficient man or men who may not be serving in pilot cibles, the Pilot first on turn shall hoist his pilot flag and run the ship in, and if he fails to board the vessel to which he is entitled, he shall not come in turn until the rest of the cibles laying in position have each boarded one vessel, and every vessel shall count as a turn whether the master thereof elects to employ a Pilot or refuses so to do.

8.—During the winter six months in the year a night watch shall be kept at Hartlepool and West Hartlepool respectively by the Pilots, when the weather is stormy and when in consequence they cannot go off to sea; such night watch to commence on the first day of October and end on the thirty-first day of March in every year. The Pilots shall be divided into four watches, who shall take their turn in watching, according to their numbers, and continue on watch for fourteen successive nights; each watch to be allowed to board four ships each night and to take precedence over the other Pilots, the cibles manned **by the watch (after they have secured four ships)**

shall take their regular turn with the other Pilots as though no watch had been set, each watch to commence when the lighthouse on the Port and Harbour Commissioner's Inner Pier or the green light on the West Hartlepool North Pier, is lighted and end when the said lights are extinguished. The whole of the monies received by the watch shall be equally divided amongst the members thereof, and each watch shall sound the bar once during the spring tides, and report the soundings to the Pilot Master (in order that they may be recorded), and to the other Pilots.

9.—One of the watch shall be appointed Master thereof who is hereby authorised if necessary during his watch to call on other Pilots not on the watch for assistance.

10.—When it is found necessary to man the life boat in night time, the Pilots on watch duty shall have the preference of manning her—in day time, the first twelve Pilots at the life boat station shall have the preference of manning such life boat.

11.—If any Pilot considers that he is able to hold his own at sea, either before or after the watch has been set or the positions taken inside the bar or stone buoy as aforesaid, he shall be at liberty to proceed to sea, but shall not be allowed to board a ship until he be outside the stone buoy.

12.—When any two or more Pilot cibles are making for the same ship, the Pilot nearest the ship shall hail her at a reasonable distance and lower his sail so as to give himself time to board the ship in safety, and the other Pilot or Pilots in his wake shall not interfere or cause him to run any risk when in the act of boarding such ship.

13.—No Pilot shall be allowed to be towed by a steamboat when going off to sea in quest of ships, and shall for every such offence be subject to a penalty of ten pounds.

14.—Such of the Pilots as shall be desirous of joining the Herring Fishery during the season shall be at liberty to do so on their first obtaining the consent of the Commissioners.

15.—Every Pilot when required to pilot any ship or vessel shall, if under engagement to any other ship forthwith make known such engagement and specify the particulars thereof truly and faithfully to the person calling for or requiring such Pilot's service, and in case of any concealment, misrepresentation or falsehood in respect of such alleged previous engagement, the Pilot offending shall be subject to a penalty of ten pounds.

16.—Every Pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his services, and towards all officers in Her Majesty's Navy, and shall maintain strict temperance and sobriety in the exercise of his office, and shall use his utmost care and diligence for the safe conduct of every ship which he shall be entrusted with the charge of, and prevent her doing damage to others.

17.—Every Pilot shall from time to time, and at all times in obedience to the order or summons of the Commissioners, under the hand of the Pilot Master or Clerk of the Commissioners, duly delivered or offered to such Pilot, or left a reasonable time at the usual or last known place of residence of such Pilot, attend the Commissioners, at their Courts, Bye Boards, or Committees, or their Pilot Master, or their Clerk for the time being, to answer any charges brought against such Pilots respectively, or for the performance of any public service, or for any other purpose whatsoever, and in default of such attendance every Pilot so offending shall forfeit, for the first