

offence, 40s., and for the second and every subsequent offence, £5 each.

18.—Every Pilot to be licensed by the Commissioners, upon his receiving such license, shall pay the sum of two pounds to the said Commissioners, and shall also for the renewing or confirming such license, from time to time, pay to them the sum of one pound.

19.—In addition to the pilotage dues, payable inwards, authorised to be charged by the Commissioners under and by virtue of the Hartlepool Pilotage Order Confirmation Act, 1864, the Commissioners shall, and they are hereby authorised, to charge vessels above 400 tons register, one half-penny per ton on the excess of register tonnage over and above that number of tons.

20.—When any vessel requires to change harbours in the port, the pilotage dues payable in respect thereof, shall be as follows:—From and after the 1st day of April to the 1st day of October in every year, both inclusive, out of Hartlepool docks or harbour, at the rate of 7½d. for every foot of water which each such vessel may draw, and into West Hartlepool docks or harbour at the same rate:—From and after the 1st day of October to the 1st day of April in the following year, both inclusive, out of Hartlepool docks or harbour, at the rate of 9d. for every foot of water which each such vessel may draw, and into West Hartlepool docks or harbour at the same rate. And the above pilotage dues shall be payable by vessels changing from the docks or harbour of West Hartlepool to the docks or harbour of Hartlepool.

21.—In case any Pilot in charge, should by the law of quarantine, or at the request of the master or owner of the vessel, be detained at sea or in dock on board thereof, beyond the time necessary for safely berthing such vessel, he shall be paid by the said master or owner for such detention, over and above his pilotage, at the rate of 7s. 6d. per day, and also have his provisions supplied to him.

22.—The distinguishing characteristics of the Pilot cobsles shall be the letter "H," and numbers painted white on the bows of the said cobsles on a black ground, and that the numbers will be regulated by the dates of the original licenses, and that each Pilot coble, when at sea, shall exhibit a flag upon a staff, such flag to be of two colours, the upper horizontal half white and the lower horizontal half red.

23.—No Pilot shall add to or in any way alter his license, or make or alter any indorsement thereon, nor shall he be privy to any such license or indorsement being altered.

24.—Every Pilot, who shall observe any alteration in the Sands or Channels, or that any of the buoys or beacons placed within the jurisdiction of the Commissioners, are driven away, broken down; or out of place, shall forthwith deliver or send a correct statement thereof in writing to the Clerk of the Commissioners for the time being.

25.—When a vessel touches the ground the Pilot in charge shall immediately report the occurrence in writing to the Clerk of the Commissioners or Pilot Master, and such report shall specify the place and time of its occurrence, the state of the weather, the direction of the wind, the time of tide, and such other particulars as may be likely to prove useful.

26.—When anchors or cables are lost from any vessel, the Pilot in charge shall immediately report the occurrence in writing to the Clerk of the Commissioners or Pilot Master, such report to specify the place and time of its occurrence, the state of the weather, the direction of the wind,

time of tide, quantity of cable riding by, and whether the cable was slipped or parted with, and the quantity lost.

27.—Every Pilot shall, whenever he comes to an anchor, carefully observe the settings of the tide and the force of the stream, and if it shall happen that he comes near to a sand, or other object or cause of danger, and there be any other ship or ships in company likely to fall in therewith, such Pilot shall immediately give notice thereof to the captain or principal officer of the ship under his care, that he may make a signal to such other ship or ships to avoid the same:

28.—Every Pilot shall from time to time conform himself strictly to all directions which shall be given to him by the respective Harbour Masters of Hartlepool and West Hartlepool, touching the mooring, unmooring, placing, or removing of any ship or vessel under his charge as long as such ship or vessel shall be lying and situate within the limits of the authority of such Harbour Masters respectively, and every Pilot found guilty of a breach of this bye-law shall for every such offence be subject to a penalty of not exceeding ten pounds.

29.—No person will be licensed to act as a Pilot under the age of 21 years and who cannot read and write, nor until he shall have served a six years apprenticeship in pilot cobsles, and after the expiration of the said apprenticeship performed twelve coasting voyages to (the Pool) London in a square rigged vessel of not less than 154 tons, or a similar number of voyages in a like vessel to any other port not less distant than Hartlepool is from London.

30.—If after the expiration of his said apprenticeship and performance as a seaman, the applicant should on examination by the Commissioners be approved the latter will grant him an acting order for three years to pilot vessels not exceeding 160 tons register into and out of the harbours in the Port of Hartlepool, and any Pilot possessing only an acting order shall be subject to a penalty not exceeding ten pounds, if he take charge as Pilot of any vessel whose tonnage shall exceed 160 tons.

31.—If at the expiration of the said three years and on further examination by the Commissioners, the applicant shall be deemed competent a full Pilot's license will be granted to him by the Commissioners.

32.—Each Pilot shall at the expiration of every month deliver to the Clerk of the Commissioners, a correct account on one of the forms provided for that purpose, of all vessels piloted by him in the said month, and pay the amount due for poundage thereon, to be applied to the purposes of the Pilot Fund, to be established by the Commissioners, under sec. 333 of the Merchant Shipping Act, 1854.

33.—In order to ensure a correct return of their earnings, the Pilots are required to render at the end of each year an abstract account, on one of the forms also provided for that purpose, of their total earnings in each month, and to declare solemnly before a Magistrate to the truth of the returns they have so made, if required so to do by the Commissioners.

34.—In all cases where pecuniary penalties and forfeitures are annexed to the breach of the foregoing bye laws, rules, orders, regulations, and ordinances, the Commissioners may mitigate and reduce the same to one-fourth part at their discretion, and appropriate the same to such purposes as to them may seem best.